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# CANADA

AN ILLUSTRATED WEEKLY JOURNAL

EDITED BY WALTER J. M. LEFROY.

No. 777. Vol. LX
Registered at the G.P.O. as a Newspaper

LONDON and MONTREAL.
SATURDAY, NOVEMBER 27, 1920.

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# CANADA

No. 777. SATURDAY, NOVEMBER 27, 1920. Vol. LX. | 9D WEEKLY


## THE CANADIAN CATTLE CONTROVERSY. (See page 245.)

AMONG THE POPLAR BLUFFS OF THE BATTLEFORD DISTRICT OF SASKATCHEWAN.

A WELL-WATERED PASTURE IN THE PEACE RIVER DISTRICT, ALBERTA.

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*Letters and articles must be written on one side of the paper only.*

*The views expressed by contributors writing over their own signature are not necessarily endorsed by the Editor.*

*The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated.*

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## THE LAND OF ACHIEVEMENT.

"THE LAND OF ACHIEVEMENT" is the appropriate designation which is given to the Dominion of Canada in a particularly valuable little book just published by the Bankers' Trust Company, of New York.* It has been published with two main objects—first, for the purpose of giving American business men authoritative information regarding Canadian affairs; and, secondly, with a view to strengthening the bond of union between business men on either side of the "three thousand miles of unfortified boundary line."

The name quoted above has been given to the Dominion by reason of the fact that "the characteristic of the Canadian people which most impresses the observer is that of determination and achievement"—a verdict which, coming from an American, is notable indeed. Due tribute is given to the Canadians of the past and the Canadians of the present day for their vision and courage in bringing about Confederation, for linking its component parts together by railroads, for creating and building up the factory system of the present day, and, finally, for conquering the Germans by the use of the same quiet determination and the same habit of achievement that enabled them to conquer the wilderness. Here is the record set forth of Canada's achievement up to the outbreak of war:—

> For nearly fifty years the men of Canada were busy conquering the wilderness, subduing Nature, breaking up the prairies into great grain fields, developing vast forest tracks, opening up mines of gold and silver, copper and lead, coal, asbestos, nickel, and other minerals; building cities, providing a splendid educational system with its common schools, high schools, colleges, and universities; organising and developing one of the best banking systems in the world, and bringing into full power a representative Government admirably adapted to meet the problems of a great democracy.

In surveying this record of achievement, and looking forward to the development of Canada into "a very powerful nation" within the next fifty years, the writer pays a worthy tribute to those who have been responsible for what has been done in the past:—

> Canada has been fortunate during this period in having in political life and in business a group of able, resourceful, morally strong, patriotic men, who were not alone capable in action, but capable in leadership. They could not have achieved if there had not been working with them a splendid body of intelligent, determined, and resourceful citizenry, men and women of moral force and courage such as a new country alone seems to develop.

As was to be expected from such a practical people, Canada is looked upon by American business men, not only as in itself a great nation, and one of high importance in the affairs of the world, but as the best customer of the United States in the American hemisphere, and, with the one exception of Great Britain, their best customer among all the nations of the world. The fact that Canada's friendship and business "will be increasingly worth while" makes it all the more important that Americans should understand conditions in Canada and the position of the Dominion in the world's affairs. "We have nothing to fear," says this writer, "from her efforts to develop her resources and her manufacturing enterprises. Such development will only increase her need for greater quantities of goods from outside, and her ability to pay for them. As her nearest and most convenient market, we will have only ourselves to blame if we do not hold our present trade merely, but also add immeasurably thereto."

While facts and figures are given in regard to various departments of Canadian activity and achievement, the position of the Dominion is more prominently dealt with in three aspects—finance, trade, and Imperial status. The first two of these aspects, of course, are inextricably bound together in many ways, and it is noted that, in one of the directions in which the United States will have to meet Canada more and more in friendly rivalry for trade, viz., the Orient, "the banking interests of Canada and the United States are in partnership—a happy augury and example for future joint efforts at building up trade outside of our own countries." A critical examination of the financial position of the Dominion leads to the conclusions that:—

> The debt is well secured; the banking and currency credit structure, by means of which trade and commerce are largely carried on, while considerably expanded, is sound; while high prices have laid a strain—in common with most countries—upon that structure and its gold foundation, neither is as yet unduly strained; and, on the whole, the financial position of Canada is at present satisfactory, with every promise of increasing strength in the future.

In regard to trade, stress is laid upon the bearing of the great natural resources of the Dominion upon the future manufacturing power of the country, and also upon the fact of Canadians having become exporters of manufactured goods. Attention is drawn to the importance of American manufacturers and exporters, as well as bankers, doing everything in their power to bring back the parity of the Canadian-United States exchange, and the carrying out of the needful readjustment is confidently looked forward to in the not distant future. An examination of the situation leads to the conclusion that the question largely harks back to the dislocation of the London-New York exchange, and although there are factors which are not in common, yet, when the London-New York exchange is corrected, the Montreal-New York exchange should gravitate to a normal status.

The attention given to the Imperial side of Canadian development is notable in the case of this book—which

*"The Dominion of Canada." By Harvey E. Fisk. New York: Bankers' Trust Company.

is one of the best of its kind we have seen—and tribute is paid to the political capacity of a high order which has been visible in the evolution of Canada's governmental institutions, in the settlement of racial and religious problems, and in the development of the place which the Dominion now holds in the constitutional system of the Empire.

—* *—

## CANADIANS ON PUBLIC QUESTIONS.

IT is interesting to see that prominent Canadians on this side are expressing their views on important topics of the day.

Lord Beaverbrook, in the columns of the *Daily Express*, severely criticises the action of the Food Controller in unnecessarily maintaining the price of wheat in defiance of the world's markets and at the cost of the British taxpayer, and he gives cogent reasons why Government control should now cease.

Sir E. Mackay Edgar, whose able articles in *Sperling's Journal* have been previously referred to in *Canada*, deals in the November issue with the need for an industrial policy, arrived at by the individual employers and their men on grounds of mutual interest and good-will. He shares the views expressed by many of the most prominent British captains of industry that the capitalist system is the only one which ensures national well-being by giving a free rein to individual initiative, and he strongly insists on the necessity of "the withdrawal of the State from the field of trade, and the retirement of the bureaucracy from its bungling control over industry." In discussing the different points raised by some of the largest employers of labour, he presents a very clear and interesting paper on the relations of capital to industry, and his conclusions and warnings will be read with interest by everyone who appreciates the difficulties of modern trade union obstructiveness.

In the House of Commons last week, Col. Grant Morden made his maiden speech, in which he dwelt on the harmful effect of the Excess Profits Duty, to which he attributed in part the increase in unemployment. In a question addressed to the Overseas Trade Department, he drew attention to the practice of British manufacturers transacting their Canadian business through American agents. This is a matter that has previously been ventilated in *Canada*, and is one of the chief reasons why in so many lines the British manufacturer has been supplanted in Canada by United States firms. It is satisfactory to learn that the Overseas Trade Department, realising the importance of this matter, is taking steps to induce British manufacturers to transact their Canadian business through Canadian agents.

—* *—

## NOTES OF THE WEEK.

**The Function of the League.** The Canadian delegates to the Assembly of the League of Nations at Geneva are amply justifying their presence. We referred last week to a protest they had made at one of the opening sessions. The other day, Mr. Rowell, speaking in the absence, through indisposition, of Sir George Foster, made a frank and outspoken speech marked by a commonsense which is described as refreshing after the vague generalities which had preceded it. It was a rejoinder to a Belgian Senator whose contribution to the debate was an expression of Socialist, and almost Communist, ideas.

Mr. Rowell very cogently insisted that the first duty of the League was to prevent war, and not to seek ends at present impossible of accomplishment, and declared that two or three effective objects actually achieved would do more to establish the prestige and permanence of the League than the protracted discussion of secondary matters outside the Covenant. He denounced militarism in general; and in particular, he put forward the point of view of the New World with regard to raw materials as being one which it was wise for both Council and Assembly to consider. He said:—

> If there is one idea held more tenaciously than another on our side of the Atlantic it is that we must retain control of our internal affairs, and you can never expect the great nation south of Canada to become a party to this League so long as there is any suggestion or contention that you are going to interfere with the domestic affairs of that country. Therefore, I think it is unfortunate to throw out of this Assembly and to the public any proposal to the effect that the Covenant of the League covers the question of raw materials.

Mr. Rowell's intervention appears to have had a wholesome effect on the debate.

* * *

**Anglo-American Friendship.** Since his arrival in Washington, Sir Auckland Geddes has done valuable service in the direction of promoting better relations between the two branches of the English-speaking peoples. This fact is warmly appreciated in Canada, where he is so well known. The Montreal *Star* recently spoke of his speeches with approval because they have not been "the polished generalities which the world has come to associate with the trained diplomat, but simple statements of facts, almost in words of one syllable and, in a number of instances, have replied to one or the other of the pre-election slanders of the anti-British vote hunters of the Presidential campaign."

Isolation, Sir Auckland insisted before the New York Chamber of Commerce last week, is as impossible to-day as flying was to our grandfathers, and he put it thus to his audience:—"Are British and American contacts to be fair and friendly even in trade rivalry and trade competition, or are they to be marked by suspicion and political jealously and schemings to establish exclusive economic spheres?. . . . The choice is yours, for the British Empire offers America friendship." It was the same moral that the American Ambassador drew the other day at Birmingham from the existence of the "unguarded boundary" in eloquent words which we quote on another page. As he says, between such great nations as ours trust is wiser than distrust, and confidence nobler than jealousy.

* * *

**Canada's Investments.** The extent of public ownership in Canada is but slightly realised in the Mother Country. With a population of little over 8,000,000, the people have invested through the Federal Government a sum of approximately £134,000,000—reckoning the £ at $5—in Government railways, steamships, grain elevators and telegraph lines. This does not include the large amounts of public money invested by the Provincial Governments in railways, telephones, grain elevators, and hydro-electrical development, approximating another £25,000,000. Added to these are the purely municipal investments paid for by money raised on the credit of the ratepayers, such as waterworks, electric light and power, and street railways, amounting in value to £43,000,000. None of the public expenditure on the postal service, buildings, harbour works, canals, etc., is included in these totals, as these are not necessarily profit-earning investments.

It will be seen that, between the Federal and Provincial Governments and the municipalities, an aggregate sum of over £200,000,000 is shown. This is approximately £25 for every man, woman and child in the Dominion. Most economists will agree that this is a quite sufficient load of public ownership for such a population. Many of these public utilities are not yet paying a proper return on the capital invested, and public opinion has to be educated and informed as to the necessity for running all State-owned enterprises on business principles. Only too often the question of depreciation and renewals is forgotten or glossed over. Gross income is regarded as net, and on this false foundation further public expenditure is undertaken. Already many municipalities have had heavily to increase their taxation, which will inevitably grow heavier unless a large increase of population enables the burden to be more widely shared. Canada's need to-day is more immigration, with at the same time adequate organisation to take care of its new citizens.

* * *

**Canada and Empire Finance.** Canada plays an important part in a striking article which Mr. Moreton Frewen contributes to the *Nineteenth Century and After*. Entitled "The Structure of Empire Finance," it lays stress on the baneful effects of the present high level of taxation, and seeks a means of placing it upon a more stable basis. Mr. Frewen finds a text in a speech of Lord Milner's, in which he referred to the insufficiency of having only one string to our bow,

and expressed the conviction that "democratic finance has got to develop some new idea"—support it by words of Sir Robert Borden and Sir George Foster urging the desirability of the fuller development of the resources of the Empire. Our Empire's needs, he adds, can greatly assist, and also be greatly assisted by, the United States.

Mr. Frewen is thus led to repeat his suggestion that the vast "silent places" of the Canadian North-West should be one of the nerve ganglia for such "Federal Finance;" and he directs particular attention to the Peace River country, comprising in its 80 million acres, in his view, the richest granary in the world. To develop thoroughly the "Peace River parallelogram," to equip it with railroads and its three thousand miles of tributary rivers with the ships needed, and also to open up the direct route to Europe through Hudson Bay, might, Mr. Frewen estimates, require a corporation with a hundred millions—"some five dollars per acre this for the eighty million acre wheat field, its value when equipped five hundred dollars an acre."

* * *

**A Peace River Corporation.**

The idea that Mr. Frewen puts forward is that the Treasury at Whitehall should "underwrite" the necessary Provincial loans, so that the Peace River Corporation could secure its capital of a hundred millions as and when needed at 6 per cent., borrowing in the great American loan Bourses such as New York, Boston, Philadelphia, and Chicago. He mentions that the representatives of the wealthiest corporation in New York, save only the Steel Corporation, have offered to float the bonds of this Peace River enterprise at a 6 per cent. rate, issuing an equal amount of common stock, of which 50 per cent. is to go to the British Treasury, 25 per cent. to the corporation, and 25 per cent. to the Treasuries of the two Western Provinces.

Mr. Frewen believes such a system of finance would discover great and unexpected sources of revenue all over the Empire; and he appeals to Mr. Lloyd George, Lord Milner and Col. Amery to "liquidise these wasted assets." It is a laudable enough ideal; but the practicability of the scheme which Mr. Frewen puts forward so strikingly is another question.

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**Canada, West Africa, and Liverpool.**

So many Canadians pass through Liverpool that the Royal Colonial Institute has clearly made a first-rate strategic move in establishing a branch on the Mersey. The chairman of this off-shoot is Mr. David Jones, of the Elder-Dempster Line, and the vigour with which its affairs are being controlled was shown a week ago when a big luncheon was given, to hear Lord Liverpool, recently returned from nearly eight years as Governor-General of New Zealand, and Sir George Parkin, who, since he came to England from Canada 18 years ago, has perhaps done more than any one individual to crush into insignificance the disintegrationist school. After the luncheon, Sir George Parkin addressed a large gathering of business men at the Exchange News Rooms. In both cases the enthusiasm may be taken as of happy augury for the future of the R.C.I. branch.

Among those present at the luncheon was Mr. W. J. Egan, who was about to embark for West Africa with the special object of promoting trade between West Africa and Canada. Liverpool is taking a very lively interest in the possibilities of development in this direction. At the moment the ships to and fro may not be doing great business, but the trade is growing, and the Americans are beginning to feel the competition. Liverpool is an excellent half-way house for so legitimate and desirable a form of British Imperial enterprise.

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**The B.C. Election.**

In the general election which takes place in British Columbia next Wednesday the question of liquor control will naturally play a prominent part. It was the result of the referendum on that question which precipitated this appeal to the electorate. A somewhat awkward *contretemps*, by the way, appears to have arisen out of that vote. A suggestion to the Dominion Government that the Provincial Government should be given the exclusive right of importing liquor has led to the fact being pointed out that in face of the recent referendum the Federal authorities have no such power. While British Columbia has voted for Government control and sale of liquor, there is nothing to prevent the individual from importing as much as he likes for his own use, though not for sale.

There is only one way in which this can be remedied. In his manifesto the Premier, the Hon. John Oliver, says "it will be necessary to apply to the Dominion Parliament for legislation under which the Provincial Government would have effective authority to control the sources of supply, to the extent necessary to prevent such sources of supply being made a base from which liquor could be obtained in contravention of the provincial statute." As regards consumption, he favours the establishment of a system of permits for the purpose of preventing abuses.

The Premier's general programme includes an extensive scheme of railway development and land settlement. He defends the record of his Administration, which is being strongly attacked by Mr. Bowser's party, and asks for support in his efforts "to make British Columbia a good place to live in."

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**The Link of Masonry.**

We would commend to Major Wrench and the Council of the English Speaking Union a very useful suggestion made at the last meeting of the Canada Lodge by Mr. Gurney. He pointed out that visitors to this country from the United States who were Masons always appreciated visiting British Lodges, but were frequently unable to do so for want of opportunity. This could be overcome by the establishment of a Central Bureau, which might well be at the London Headquarters of the English Speaking Union, where a register could be kept of all the Lodges who have expressed their willingness to admit as honorary members, properly accredited Masons from the United States. The guest could pay the ordinary dining fee, which would remove any feeling of diffidence which he might have in accepting hospitality from another Lodge, and he could select a Lodge whose members were mainly those in his own profession or business.

If this could be carried out and the existence of such a register and the desire to welcome visitors was made known throughout Masonic circles in the United States, a very great deal could be done towards attaining those ends for which the English Speaking Union was established.

## BIRTHS, MARRIAGES, AND DEATHS.

*Announcements under this heading are charged for at a minimum of 4s. or $1, for 36 words or under, every additional word one penny, or two cents which in all cases must be prepaid. All notices must be properly authenticated.*

### BIRTHS.

CARNE.—On November 10, to Mr and Mrs. H. Clifton Carne, Carnbrea Ranch, Proctor, B.C.—a son.

DAVIES.—At Ottawa, on November 20, to Mr. and Mrs. D. Davies (Jean Callander)—a daughter.

KILPATRICK.—At 292, O'Connor Street, Ottawa, on November 7, to the Rev. G. G. D. Kilpatrick, B.A., and Mrs. Kilpatrick—a son.

KNOX-NIVEN.—At 74, Grosvenor Street, London, W.1, on November 19, Lois (*née* Reid), the wife of Col. Hugh Knox-Niven—a daughter.

PHILLIPS.—At Edmonton, Alberta, on November 12, to Mr. and Mrs. J. Macaulay Phillips—a son.

SELLARS.—At Toronto, Ontario, on November 8, the wife of Ewing Sellars—a son

### MARRIAGES.

PAUL—WILSON.—At Portage la Prairie, Manitoba, on October 30, Alexander Paul to Annie Walker, eldest daughter of Gavin H. Wilson, North Hill of Dripps, Thorntonhall.

RUSSELL—BENNIE.—At Corbyville, Ontario, on November 17, J. H. Russell, Vancouver, to Robina Bennie, late of Govan, Scotland

SMITH—HILL.—On November 15, at St. Paul's, Regina, Horace P. Smith, of Regina, to Ethel Constance Hill, fourth daughter of the late Daniel Hill, F.C.A., "Beverley," St. Margarets-on-Thames.

### DEATHS.

BIEBER.—On Saturday, October 30, at Lennoxville, P. Quebec, Herbert Ernest Bieber, Esq., beloved husband of Mary Ellen Lyall, and brother of Egmont Bieber, Esq., of London, England, late of Shalden Manor, Hampshire, aged 76.

COODE.—On November 17, at Woodmead, Lyme Regis, Dorset, Worster Benson Coode.

COOMBER.—On November 8, at a nursing home, Winnipeg, from septic poisoning following operation for appendicitis, Mabel Mary Hyllard Coomber (*née* Broadwood). Deeply mourned by all.

DES BARRES.—On November 14, at his residence, Eastwell House, Colchester, Lt.-Col. Alexander Hamilton Des Barres, R.M.L.I., retired, fourth son of the late Augustus Wallet Des Barres, Judge of the Supreme Court of Newfoundland.

NEWMAN.—On October 30, in Saskatchewan, George Philip, only son of Philip H. Newman and the late Charlotte I. Newman, London.

### IN MEMORIAM.

FORD.—In proud and ever-treasured memory of our beloved son and brother, George Herbert Ford, Canadian Light Horse, who passed from the sight of men by the path of duty and self-sacrifice on Novemebr 18, 1918, at Etaples from wounds received at Mons, November 10, 1918. "Called to higher service."

# A CANADIAN LETTER: FROM OUR OWN CORRESPONDENT.

## The Cattle Embargo Controversy.

MONTREAL, November 12.

THE old controversy concerning the cattle embargo in Great Britain has been revived owing to recent efforts to raise the embargo, and it is evident that although Canada has suffered this injustice for many years now, the sense of grievance is just as keen as ever. Indeed, it is accentuated owing to the volume of talk there has been since the war on the subject of closer trade relations within the Empire—in which connection the comment that is now being made is to the effect that it is useless to indulge in post-prandial oratory of this sort if it cannot be put into effect when the opportunity offers. This is practically what has recently been said by Mr. Robert Bickerdike, of Montreal, formerly M.P. for the St. Lawrence division. At one time he was known as "the Cattle King" in Canada, and at the time that the embargo was placed he had 2,000 cattle on the ocean crossing to England. However, on that occasion, he admits that Mr. Walter Long stretched a point in his favour and permitted the cattle to land. But Mr. Bickerdike adheres to some very strong statements which he made in a speech in the House of Commons at Ottawa in 1905, among which was this one: "I do demand that they" (the British Board of Agriculture) "will give the disease its proper name and call it protection and not pleuro-pneumonia."

### Class Protection.

This same charge has recently been reiterated by Dr. Grisdale, Deputy Minister of Agriculture, who, in approving an editorial in the Montreal *Gazette* on the subject, commented: "It seems to me to put the present status of the affair in a nutshell, when it declares that it is a case of pure protection, not for one class merely, but for one part of one class as against all the rest of the population of the British Isles. This is quite legitimate if the British consumer wishes to stand for it, but what does not seem fair to us is for the Secretary of Agriculture to bring up again the accusation of ill health in Canadian herds, as he does when he states that it is necessary to maintain this embargo for the protection of British flocks against the insidious diseases that might possibly come from Canada."*

A memorandum which was presented to the Department of Agriculture by a prominent cattle merchant states that "Canadian cattle have been shipped to such countries as Australia, New Zealand, Africa, France, Belgium, Switzerland, and the United States, and their condition has given entire satisfaction to the Health of Animals Bureaux of those countries; hence any reflection that Great Britain's action has placed on Canadian cattle has long since ceased to have any detrimental effect abroad."

Figures just furnished from the Department of Agriculture at Ottawa show that the total number of cattle, other than milch cows, in Canada at the end of June this year was 5,801,483, as compared with 6,536,574 at the same period last year. Large decreases in the quantities of beef products on hand are also reported. There has, however, been a steady increase in the number of cattle in the Dominion in recent years. Cattle, other than milch cows, increased from 3,760,718 in 1916 to 4,718,657 in 1917, to 6,507,267 in 1918, and to 6,536,574 in 1919.

### The Tariff Commission.

The Tariff Commission is now sitting in the Province of Quebec, and has just visited Quebec City, after which it will come on to Montreal. As is to be expected, the sentiment of the Old Province is in favour of the protective tariff. The Mayor of Quebec furnished some statistics showing the great development of industries in Quebec during the past twenty years, and told the Commissioners that any action which would curtail the demand for products manufactured in the ancient capital would seriously jeopardise the entire community. It was also urged by another witness that the National Policy had arrested the exodus which resulted years ago in so many French-Canadians going over the border to settle. The spokesman of the farmers, Hon. Nemese Garneau, M.L.C., President of the Breeders' Association of Quebec, made a plea, however, for lowering of the tariff, urging that the farmers were suffering from the higher costs of machinery, implements and materials, while industrial men were extremely prosperous and were trebling their profits owing to enhanced prices.

* See Editorial Note in last week's *Canada*.

### Pacific Coast Elections.

The position in British Columbia in the electoral contest is going to be a very mixed one. As in other Provinces, the number of candidates of new and detached parties or interests promises to be exceptionally large, so that in many ridings there will be soldier candidates, independent Liberals, and independent Conservatives, in addition to the straight party men; while in one case there has come forward a rent-payers' candidate—an indication of the growing protest on the housing question, though this is not quite so acute in Canada, apparently, as it is in the British Isles. This is the first provincial election in British Columbia since the war. The Oliver Government was elected in December, 1916, and bye-elections have been so scarce that it is uncertain how the Government is regarded by the veterans. There will be at least two women candidates, one of whom is Mrs. Ralph Smith.

### The Vancouver Dry Dock.

As a sequel to the recent visit of the Minister of Marine and Fisheries to British Columbia, the contract for the construction of a big dry dock at Vancouver has been signed, and it is understood that the cost of the site will be in the neighbourhood of five million dollars. The dimensions of the dock will be 750 feet length overall, 106 feet width at top entrance and 100 feet at bottom, and the dock will be able to handle any vessel plying on the Pacific Ocean. The contract goes to J. Coughlan & Sons, of Vancouver, who have built a large number of the biggest ships for the Canadian Government Merchant Marine. In the opinion of many shipping men, Vancouver promises to become one of the leading seaports on this continent, and in this connection it is of interest to note the important arrangements which have of late been entered into between the Canadian Government Merchant Marine for joint sailings with the Holt, Blue Funnel Line and the British India Steam Navigation Company for services to the Far East.

### The Shipbuilding Industry.

There is much uneasiness concerning the future of the shipbuilding industry in this country unless some bold step is taken by the Government or by private enterprise. The British American Shipbuilding Company at Welland, Ontario, which built for the Imperial Munitions Board, and subsequently for the Government fleet, has delivered its last boat for the latter, and it is stated that the plant will either be closed down or be converted to other purposes. This has happened to the Davie plant at Quebec, which has been converted to other uses. Even at the plant of the Canadian Vickers, Montreal, the end of big contracts is now in sight, and at the last launching ceremony the president of the company, Sir Frederick Orr-Lewis, threw out another appeal to the Minister of Marine for assistance. Mr. Ballantyne made the rather stereotyped promise of consulting his colleagues; but with the passage of the Shipping Assistance Bill, which went through last session, it is very doubtful if the Government will do anything more. While the subsidy scheme is favoured by protectionists as the simplest way out, there is a party associated with shipping interests here which is pitted against it, as they allege that this means playing into the hands of powerful interests which might get out of the country more than was intended in this way. The suggestion has been made that the greatest transportation company in Canada, which at present builds its vessels in Great Britain, should establish its own plant here, thus making it a more national concern, and at the same time helping to provide employment for the thousands of men—many of them veterans—who, it is feared, will be thrown on the market within the next few months.

## THE UNGUARDED BOUNDARY.

### American Ambassador's Eloquent Description.

The American Ambassador, Mr. J. W. Davis, delivered an eloquent address at Birmingham last week on the "unguarded boundary" between Canada and the United States, which he took as the type of Anglo-American amity.

"To the present generation asking for a sign of Anglo-American friendship," said his Excellency, "I offer the peaceful token of the unguarded boundary on a front of 5,400 miles. By land and water, o'er mountain and plain, through lake and river, and prairie and forest, the British Empire and the United States meet each other face to face without thought of revenge or fear of aggression. In all that distance the only sentinels who guard the line are silent monuments erected by the joint action of the two nations; the only vessels are the unarmed ships, which carry the commerce of their common waterway; the only weapons are the woodsman's axe, the huntsman's rifle, and the tools of peaceful trade and agriculture. Peace reigns from end to end as profound and undisturbed as the quiet of the primæval forest that still clothes many reaches of the boundary line. It is a peace, moreover, not of monotony or solitude, for a journey along the windings of this far-flung frontier is an epitome of the industrial and commercial life of the two countries. . . .

"As a result of the labour of the Boundary Commissions the line is thoroughly marked and monumented from end to end, except where the far northern snow fields make permanent marks impossible. On the land boundary five-foot posts of aluminium bronze, set in concrete, are stationed at intervals of from one to four miles, intervisible, so far as practicable, and 20-foot sky line vistas have been cut through the forest; by water, range marks and finders are set along the visible shore at every turning point, and the line is charted through the broader waters. However we may disagree in the years that are to come, quarrels over our common boundary are at an end for ever. . . .

"So it has been, so will it continue. Need I point the obvious moral? Is it not the old truth that trust is wiser than distrust, that confidence is nobler than jealousy, and that there are saner ways than war for nations to settle their disputes? Long may your country and mine endure to teach that lesson to the world: and if ever in the future passions should agitate or angry words divide us, may we turn for admonition and for warning to the Unguarded Boundary!"

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## CANADIANS FROM A RUSSIAN PRISON.

Three Canadians are included in the party of 16 officers and men who reached London on Monday morning, after nearly a year's imprisonment in the hands of the "Reds" of Russia. They are Capt. H. E. Prickett and Sapper W. D. Smith, of the Canadian Engineers, and C.S.-M. E. A. McMillan, R.E. (whose parents live in Toronto).

These soldiers, belonging to the British Railway Mission, were captured in the retreat from Omsk, after the fall of Koltchak. They have been released from prison in Moscow, having been exchanged by the Soviet Government for captured "Red" soldiers.

"We were not badly treated" said one of the party. "We suffered from want of food, little clothing for bed covering, and dirt. Our sufferings in this respect were, however, no worse than those of most of the population of Moscow."

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## LEAGUE OF NATIONS AND SEAMEN.

Mr. Thomas Robb, Secretary of the Shipping Federation of Canada, is returning to Montreal next Wednesday by the R.M.S. *Megantic*.

Speaking to a representative of *Canada*, Mr. Robb said: "My attendance at Geneva from November 8 to 11 was in the capacity of a member of the Joint Maritime Commission of the International Labour Office in the League of Nations, a position to which I was appointed following the International Labour Congress at Geneva held there last July. Ten members were appointed—five representing shipowners and five seamen. Pending the report which we are to submit to the Director-General of the League of Nations, I have nothing to say for publication, except that among the matters we have to deal with are seamen's code, hours of labour, unemployed seamen, fishermen, and inland waterways employees."

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## THE ROYAL CANADIAN NAVY.

The light cruiser *Aurora*, presented to Canada, will leave Devonport for the Dominion on November 30. In consequence of this, no further applications for service in the Royal Canadian Navy are to be forwarded to Capt. H. G. H. Adams, C.B.E., who has been lent for duty as the Canadian Naval representative at Devonport since Capt. Walter Hose left England.

## CANADIAN PRESS VIEWS.

### Sir Arthur Currie and McGill.

"From the highest military position in the gift of the people of Canada, General and Principal Sir Arthur Currie has been called to an equally eminent educational position. Without using invidious superlatives in respect to Canadian universities it will be agreed that Canada has no higher dignity or responsibility to offer any man in her institutions of learning than that of principal of McGill University. The successor of Sir William Dawson and Sir William Peterson begins his task as he began other undertakings by organising for greater efficiency the available forces and resources under his command and within his reach. Sir Arthur Currie has proved himself a great organiser, an inspiring leader, and a victorious fighter. He will win in his present campaign as he has in other campaigns. We are a long way from McGill and have a university of our own, but McGill belongs to all Canada, and no one will more heartily wish success to Principal Currie than the friends and members of the University of British Columbia."—*Vancouver Province.*

### None but the Right Kind.

"Canada will be very foolish if she does not learn from the late war to avoid the mistakes made in the United States. Population will seek this country as certainly as to-morrow's sun will rise. We are in a position to demand that only the best shall be admitted to the privilege of Canadian citizenship. We owe a first duty to the Canadians already on the ground, and, until conditions of life in Canada have returned more nearly to the normal, we can very well afford to wait for a great influx of population."—*Winnipeg Tribune.*

### The Curse of Illiteracy.

"Manitoba's Department of Education proposes to enforce the law strictly against Mennonites and others who refuse to obey the school attendance law. This decision is to be commended. The curse of any country is illiteracy in its citizenship. There is no good reason why Western Canadians should be illiterate. If there are any who refuse to take advantage of educational facilities offered they should be forced either to do so or quit the country."—*Calgary Herald.*

### Farmers Want a Canadian Policy.

"If the ambitious agitators who are striving to dominate the farmers of Canada and climb into power on the farmers' shoulders were clear-headed promoters of the interests of agriculture, they would be advocating a policy very different from the one they are now pushing. It is not Free Trade nor near-Free Trade any true exponent of rural opinion will recommend. The men on the soil who have done their own thinking in the past are likely to keep on doing their own thinking without regard to the empty loquacity of Mr. Crerar, Mr. Halbert, and the candidates who accept their platforms. We refuse to believe that the great body of the men of common sense who till the soil of this country can be influenced by the worthless clap-trap that is uttered by U.F.O. stump speakers."—*Toronto Mail and Empire.*

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## OBITUARY.

At Yarmouth, N.S.—Dr. Robert K. Ross (77), a well-known physician of Newcastle, N.B. At Halifax, N.S.—Mr. Alexander Stephen (75), ex-Mayor, and hon. president of the Nova Scotia Furnishing Co. At Hantsport, N.S.—Capt. T. Connor.

At Quebec.—Mr. Victor Chateauvert (79), formerly M.P.P., and chairman of the Board of Trade and Harbour Commission. At Montreal.—Mr. Edgar Judge (90), a native of Bedfordshire, who settled in Montreal in 1855, and became a partner in Oliver Gibbs & Co.; he started business on his own account in 1870, and was for many years a prominent member of the Board of Trade and Corn Exchange. At Farnham, P.Q.—Dr. R. C. McCorkill (64), ex-Mayor.

At Belleville, Ont.—Mr. Francis S. Wallbridge (60), a barrister and lifelong resident, who was Mayor in 1893. At Kingston.—Mr. A. J. Macdonell, manager of the local branch of the Bank of Montreal since 1906; previously, from 1877-1906, with the Bank of Ontario.

At Vancouver.—On November 8, the Hon. L. W. Shatford (47), who was appointed to the Senate in 1917, and had previously represented Similkameen in the Provincial Legislature for 14 years; he was a native of Nova Scotia.

Mr. William Baker, hon. director and chairman of the Council of Dr. Barnardo's Homes, died at his residence in West Norwood, S.E., on November 17, in his 72nd year.

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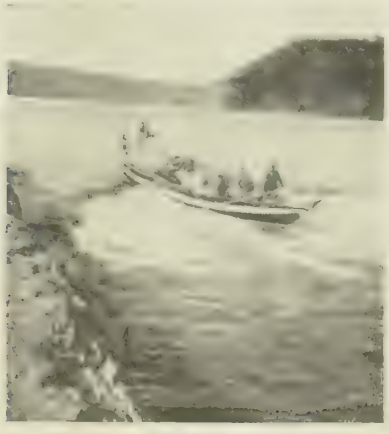
A special feature of the decennial census of Canada, which will be taken on the morning of June, 1, 1921, will be a report on all domestic animals, apiaries, poultry and market gardens in the cities and towns.

# THE OIL DISCOVERY IN THE FAR NORTH.

## Problems of Transportation—Geological Features of the Mackenzie Basin.

THE discovery of oil at Fort Norman, in the Mackenzie River basin, has already resulted in the departure of several parties from Edmonton and from points in British Columbia, though the only available method of transport is by dog team. These prospectors want to be on the spot to stake claims before the rush comes in the spring when the Mackenzie River route is again open to navigation. Another result of this important discovery is the projected organisation in Edmonton of an aeroplane service to the Fort Norman area, a distance of nearly 900 miles as the crow flies. Neither dog teams nor aeroplanes, however, can do much to convey the mining machinery necessary for development, while, owing to the inevitably large influx of people, the question of supplies promises to become a serious factor.

Under these circumstances it is interesting to note that the route which supplies will have to take is that first travelled by Alexander Mackenzie in 1789. For 131 years the trapper, the fur trader, and an occasional explorer, have used the same route. The transportation facilities have not changed in these many years in the North. Nature and floods have perhaps changed the channel of the river in many places, but the oil prospector must paddle his canoe in the same manner and



SHOOTING THE RAPIDS ON THE MACKENZIE RIVER.

over the same route, and leaving Fort McMurray he will consume about the same time as did Alexander Mackenzie in reaching Fort Norman.

True, many boats have been built to ply these waters in the past years, but two great barriers, namely, the 16 miles of rapids between Fitzgerald and Fort Smith, on the Slave River, and the Vermilion Rapids on the Peace River, block the way of the commerce of the North and make the transportation of food and mining machinery an expensive undertaking.

Another problem attributed directly to the rapids is the congestion of traffic on these long portages, which is increasing at an alarming rate. Owing to the shortness of the navigation season, the vast amount of supplies must be transported across in a few months, and with oats at $10 per sack and hay at $60 per ton teaming is a luxury for the man who undertakes to take in machinery and supplies for development work.

### Value of the Discovery.

The latest expert testimony to the value of the discovery and the existence of oil in large quantities comes from Dr. J. W. Beede, Professor of Geology in the University of Texas, who spent the summer in the Mackenzie River basin. He left before the Imperial Oil Co.'s "gusher" at Fort Norman was struck, but his parting remark was: "I shall be greatly disappointed if one of the largest oil fields of the North American Continent is not opened when the drills reach a depth of 1,000 feet." Oil has since been found at 800 feet.

"According to information that I have received," says Dr. Beede, "the well was started with a 6-inch hole, and this diameter was pinched in once, I understand, on the way down. It was drilled by a Star rig without a derrick. This drilling outfit is of the same kind that is ordinarily used in drilling water wells. I have no doubt that if other apparatus had been used and the diameter of the hole had been 20 inches the production would have been four times what was obtained. In other words, it would have been 4,000 to 6,000 barrels a day. The drilling of the well, as I witnessed it last summer, was an easy proposition. The formation was a lake that was easily penetrated. I took samples of streaks of oil that were encountered in the well while I was there. One of these tested 40 degrees gravity, and the other sample, which I lost, would have tested, I believe, fully 50 degrees gravity. I am quite sure that the oil which was found at 800 feet is not less than 37 degrees gravity. The oil from the streaks that were struck while drilling the well was used under the boiler of the

Dr. Beede says that while he is no authority on the question of the proper method of handling petroleum, it seems to him that the best plan in connection with the production of the new field which may be developed by the Imperial Oil Co. and other interests that have lease holdings in the Northern Territories would be to refine the product on the spot. It would be possible, he says, to barge the crude oil up the Mackenzie River to Great Slave Lake, a distance of about 700 miles, thence up the Peace or the Athabaska River. Provision, however, would have to be made for portaging the product at one or two points, or to overcome this by building one or two locks. Another feasible scheme would be to construct a railroad from a connection with the Canadian Pacific at Peace River, north to Hay River, about 400 miles, or to the head of the Mackenzie River, just north of Great Slave Lake. It also would be an easy matter to transport the oil down the Mackenzie River into the Arctic Ocean, thence around Alaska, south through Behring Strait and into the Pacific. The new well, he says, is within a stone's throw of the Mackenzie River.

### Cost of Transportation.

The cost of freighting in rigs, materials and supplies is very heavy, says Dr. Beede, the freight rate from the railroad point to the location of the well of the Imperial Oil Co. being 9 cents a pound, and where the articles are large and hard to handle the rate is 18 cents a pound. As an illustration of the high transportation charges, it cost $91 to ship three barrels and ten cases of gasoline from Fort Smith to Fort Norman by river, the distance being about 1,000 miles. The Imperial Oil Co. built its own scows and transported its rigs and other necessary articles and supplies by this means on its own account.

"That far northern part of Canada," says Dr. Beede, "usually freezes up about October 1, and from then until some time in May no drilling can be done. How deep the earth is frozen I do not know, but it never thaws below a depth of 18 inches from the surface. So the drilling is done part of the way at least through frozen ground. The summers, however, are delightful. I saw potatoes growing at the oil camp, and at Fort Good Hope, about 400 miles below Fort Simpson, there was to be seen a fine patch of wheat headed out. This wheat was sown on June 1 and reaped the last week in August. The region between Edmonton and Great Slave Lake is splendidly adapted to agricultural development, and the building of a railroad through that scope of territory would bring this about."

Mr. V. Stefansson, the Arctic explorer, declares that the difficulties of transportation are very much exaggerated, and human ingenuity is such that they will all be surmounted in time. "In ten years' time from now that oil will probably be consumed locally," he told a Winnipeg interviewer.

"The Mackenzie River country will develop into one of the world's greatest oilfields, capable of producing millions of barrels annually," says Mr. Charles F. Law, the geologist, who directed the well-boring operations for the late Lord Rhondda and himself in the Peace River district of British Columbia.

### Mineral Wealth of the Mackenzie District.

Ever since Sir Alexander Mackenzie first passed down the river which now bears his name on his famous voyage of discovery in 1789, and described the burning beds of coal and salt springs along its banks, the Mackenzie River district has excited the interest of the geologist and the prospector, but on account of the remoteness of the country from civilised settlement and the difficulties of transport, very little, comparatively, is known of the actual extent of mineral wealth of this immense area of country.

True, expert explorers like Sir John Franklin, Sir John Richardson, Mr. R. G. McConnell, Mr. William Ogilvie, and Dr. J. M. Bell have conducted scientific surveys along the chief waterways and overland routes, and their reports have been splendid and valuable, but from scantiness of their equipment and the omnipresent necessity to economise time, these surveys, from a geological point of view, can be considered only as reconnaissances.

The Devonian rocks throughout Mackenzie Valley, Mr. McConnell reported, are nearly everywhere more or less petroliferous, and over large areas afford promising indications of the presence of oil in workable quantities. He stated

that he noticed, in descending the Mackenzie, that bituminous limestones outcropped at the "Rock by the River Side," at Bear Rock, at the Ramparts, and at numerous other places. Near Fort Good Hope several tar springs exist, and it is from these that the Hudson's Bay Co. now obtain their principal supply of pitch. The springs are situated at some distance from the river, and were not examined. Still farther down, in the vicinity of the site of old Fort Good Hope, the river is bordered for several miles by evenly bedded dark shales of Devonian age, which are completely saturated with oil.

The possible oil country along Mackenzie River, he concluded, is almost co-extensive with the valley itself. On the Mackenzie the Tertiary beds at the mouth of the Bar River hold several seams of lignite, ranging in thickness from two to four feet, and one seam which was concealed at the time of Mr. McConnell's visit is reported by Richardson to be nine feet thick. The lignite there is of inferior quality, and has been

UNLOADING AN OIL-DRILLING OUTFIT IN THE NORTH COUNTRY.

burnt in many places for some distance from the surface by fires which have been in existence since the river was first discovered.

In his 1893 report regarding his investigation of the Athabaska tar-sand-petroleum deposits, Mr. McConnell mentioned, as indicating the presence of petroleum deposits over an immense area, that north of Athabaska district "tar occurs at intervals in the Devonian limestone exposed along the valleys of Slave River and the Mackenzie all the way to the Arctic Ocean."

The Rev. Father Petitot, O.M.I., of Fort Good Hope, writing on August 16, 1873, said:—

"To the south and to the east of the banks of Great Slave Lake are flats, composed of alluvium and gravel. On the off shore asphalt is found, the hardened *débris* of which is strewn on the beach. Six miles above Fort Norman, and for an extent of from eight to ten miles, the Mackenzie is bounded on its right bank by a precipice which reaches at first about one hundred and fifty feet in height, and gradually diminishes to a height of thirty feet. It is a vast Tertiary deposit, composed of alternate stratifications of friable schist, lignite, pipe clay and vegetable mould. The schists are in a state of combustion winter and summer, but the subterranean fire which shows itself on the surface through smoke holes, stinking of bitumen, is intermittent, and breaks out, sometimes at one point, sometimes at another. The soil is very hot, damp and movable in the neighbourhood of these smoke holes."

*(Other photographs appear on our centre double page.)*

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The notes circulating in the Dominion at the present time represent a value of $320,000,000, and are secured by gold to the amount of $95,000,000 and securities deposited to the amount of $166,000,000.

At the International Trade Union Congress, which opened in London this week, the Canadian delegate, Mr. H. J. Halford, of Hamilton, Ont., suggested that the American aloofness might be explained by the increase of the affiliation fees.

The total acreage in the Fraser Valley and Central British Columbia occupied by settlers under the Soldier Settlement Board is 65,151 acres, of which 18,614 have been cleared. These men, 1,237 in all, own 7,236 head of stock, and 55,405 poultry.

In January there were 13,000 ex-soldiers on the strength of hospitals under the control of the Department of Soldiers' Civil Re-establishment. At the middle of October there were 8,000 patients, of whom 5,676 were convalescent, 918 were insane, and 1,330 were suffering from tuberculosis or incurable maladies.

Before the grave of the Unknown Warrior in Westminster Abbey was sealed last week, a lady came to the Deanery bringing with her a maple leaf that had been sent from Canada by a soldier who had won the Victoria Cross at Lucknow. She asked that this should be placed on the coffin before the grave was sealed up, and her wish was carried out.

## "THE REAL CANADA"

### Lecture by Mr. C. W. Stokes.

"The Real Canada" was the subject of a lecture delivered by Mr. C. W. Stokes, Montreal, Assistant General Publicity Agent of the C.P.R., at Thorpe-le-Soken, in Essex, last week, under the chairmanship of Lord Byng. The lecture was illustrated by a large number of excellent lantern slides—some of them showing unfamiliar aspects of Canadian life—and cinematograph films.

Speaking of the size of Canada, Mr. Stokes said Canada was thirty times as large as the British Isles, and one of its lakes—Lake Superior—was the same size as Ireland, and he regretted to say that sometimes it was almost as stormy as Ireland. The largest of its Provinces, Quebec, was twelve times as large as England and Wales put together. One could get another idea of the size of Canada by a comparison of railway travelling. The longest journey that one could make in this country, omitting some unimportant local services, was from Plymouth, in Devonshire, to Inverness, in Scotland. This took 25 hours. The longest journey one could make in Canada was from Halifax, on the Atlantic Coast, to Victoria, on the Pacific Coast, and that took five and three-quarter days. Canada was so large that it had a variety of almost everything.

#### Farming in the West.

Western Canada was the part which was the most thinly populated, which was most urgently in need of population, and which, it naturally followed, was the part which offers the greatest opportunities for the newcomer. That great region was one of the finest agricultural countries in the world. It produced the finest crops—wheat, oats, barley, flax, potatoes, and all other crops that could be grown in a temperate climate—as well as supporting thousands of cattle, horses, sheep and hogs. It might not produce such heavy crops to the acre as were produced here—at least, not in the average year—but they must remember two facts. Firstly, Western Canadian land is so cheap that one can buy it outright for practically the same that one had to pay for rent here a year; and secondly, they never had to use fertilisers—they simply ploughed the land and let the crop grow.

Anyone who wanted to establish himself on a farm in Western Canada could do so very easily, because he could choose from an area which was over 160 times as large as Essex. Any person who was the head of a family, or any male over 18, could homestead a quarter-section (160 acres) of Government land, free, or he could buy from the Canadian Pacific Railway, which had four million acres of good farming land for sale in Alberta, Saskatchewan and Manitoba, at prices ranging from about $12 to $30 an acre, with twenty years to pay for it. Any member of the Canadian, Imperial, or other British forces who served overseas, any member of any Allied force who actually lived in Canada at the time he enlisted, or any widow of any of these classes, or any Canadian nursing sister, could enjoy the benefits of the Soldiers' Settlement scheme.

On Tuesday Mr. Stokes lectured at Cambridge, on Wednesday at Birmingham, and on Thursday at Lowestoft.

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## BRITISH FIRMS AND CANADIAN AGENTS.

Col. Grant Morden asked the Parliamentary Secretary to the Overseas Trade Department at Westminster last week, "if he is aware that it is the practice of many of the manufacturers and business firms of the United Kingdom to transact their Canadian business through New York or other American agents instead of appointing Canadian agents for British-Canadian business; if he is aware that this is resented in Canada and is leading to loss of orders that would otherwise come to the United Kingdom; and whether he will take steps to bring before British business firms the importance both from the Imperial point of view and for their own benefit of utilising the services of Canadian agents."

Mr. Kellaway replied: "This matter has been engaging my attention for some time past. The Department's representatives in Canada have been asked to call attention to cases where trade is lost to this country as a result of the employment by British firms of United States agents for the purposes of trade with Canada. Representations have been made to some of these firms, and as a result they have substituted Canadian agents. Every opportunity is being taken of bringing to the notice of manufacturers and merchants concerned the advantage of transacting Canadian business through Canadian agents."

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It is proposed to instal a carillon of forty bells in the clock tower of the new Dominion Parliament Buildings at Ottawa.

Prince Purachatra, of Siam, who has been on a visit to America to study the methods adopted by the railway companies, arrived at Liverpool last week by the C.P.O.S. *Melita*.

The following officers, after examination in England, are announced as qualified to be interpreters in French:—Lt.-Col. E. W. Pope, C.M.G., Royal Canadian Regt., and Lt. J. C. Lavoie, Royal Canadian Artillery (first-class); Bt. Capt. R. O. G. Morton, Royal Canadian Horse Artillery (second-class).

# McGILL UNIVERSITY: ITS FOUNDER AND ITS HISTORY.

McGILL University, Montreal, for which a wide-spread appeal is now being made not only throughout the Dominion but in the Mother Country and in many parts of the Empire, is within a few months of celebrating its centenary.

October 6 of every year is observed as Founder's Day, in memory of the Hon. James McGill, a native of Glasgow and a prominent merchant of Montreal, who died in December 1813, bequeathing his property of Burnside (then just outside the city), extending to 46 acres, and a sum of £10,000, to found a college in connection with the recently incorporated Royal Institution for the Advancement of Learning in the Province of Quebec. Two provisions were attached to the bequest. One was that within ten years after the testator's decease this Royal Institution should erect a suitable building on the property for the purposes of education and for the

THE REDPATH NATURAL HISTORY MUSEUM, McGILL UNIVERSITY.

advancement of learning in the Province, the other was that the college should be perpetually known and distinguished by his name.

As Dr. A. D. Blackader, Professor of Pharmacology, Therapeutics and Pediatrics in McGill, said in a recent tribute to the founder: "Looking back upon the many philanthropic bequests made during the past century by Montreal's generous and public-spirited citizens, one must regard this gift of the Hon. James McGill as one of the most outstanding; a bequest characterised by great foresight, and one which has proved to be of the greatest value to his city, establishing the name of Montreal as an important educational centre, assisting in the development of its many industries, and, through the influence and life-work of those who have studied in its halls, furthering not only the prosperity, health and well-being of the citizens of Montreal, but also the interests and reputation of the Dominion as a whole. His bequest constitutes to-day a monument to his memory which will live through the ages, and thousands of students, not only here, but in every quarter of the world, will acclaim his name and associate with it the honoured names of Molson, Workman, Redpath, Strathcona, Macdonald, and others, whose magnificent donations have made possible the stately buildings which surround our campus and add greatly to the usefulness of the original foundation."

It was not until 1829 that active work was begun in the old residence of James McGill. The Faculty of Medicine was first established, followed shortly after by that of Arts. The first thirty years of the university's existence have been described as "an unbroken tale of financial embarrassments and administrative difficulties." The charter was found to be practically unworkable, since appointments to the staff and statutes regulating the internal management had to be sent across the sea for the approval of the Crown. The students in Arts numbered from six to a dozen, and the instruction was of the most meagre kind. During some years no lectures at all were delivered.

### Some Contrasts.

The amendment of the charter in 1852 opened an era of progress, and three years later Sir William Dawson became Principal. His predecessors had been the Rev. Dr. Mountain, the Rev. Dr. Bethune and Dr. E. A. Meredith.

At that time the Faculty of Medicine consisted of ten professors and a demonstrator. Arts possessed four professors and a lecturer, and Law two professors and two lecturers. There are now ninety-five professors and assistants in Medi- [illegible] the Arts, and fourteen in Law. Sir William D[illegible] found a student body of about [illegible] when he first came to McGill. Last year the enrolment was 2,483, not [illegible] those attending the affiliated theological colleges [illegible] in the Department of Social Service. The [illegible] was but a few thousand dollars. Last year it [illegible] a million, and last month the Governors [illegible] spending of an additional quarter of a million, in anticipation of the results of the campaign now being held.

When Sir William Dawson came to McGill he found [illegible] museum and no library, and was forced to use his private collection of geological and other specimens and his [illegible] giving instruction to the students. In the year of his [illegible] ment, 1893, the Redpath Library was opened, with 37,000 volumes on the shelves, a number which has been increased to 166,000 books, 25,000 pamphlets, and 325 complete files of periodicals. The McGill Normal School was opened under Sir William, and the establishment of a Department of Engineering, and later of Practical Science, led to the formation of the Faculty of Applied Science in 1878. Sir William was also instrumental in opening the doors of the university to women, and under his régime the first graduates' society was formed.

### Recent Developments.

After Sir William Dawson came Sir William Peterson. Under him the School of Commerce, the Conservatorium of Music, the Royal Victoria College, the Department of Dentistry, and the Schools of Agriculture, Household Science and for Teachers at Macdonald College were established. In recent years the Department of Social Service, the School of Physical Education, and the School for Graduate Nurses have come into being.

On Sir William Peterson's retirement, on account of ill-health, Sir Auckland Geddes was appointed Principal, but his Ministerial duties in England during the war prevented his taking up his post, which he resigned on his appointment as British Ambassador to the United States. In his stead Sir Arthur Currie was appointed, and during the short time he has held office he has shown himself an excellent successor to the eminent men who have occupied the Principalship of McGill.

Sir Arthur's services to his native country in the realm of education promise to be worthy of the part he played as a soldier in the greatest of wars. He is imbued with a high ideal. In his address on Founder's Day this year he said: "Never before in history have national responsibilities assumed such proportions, and never have the problems been so difficult of solution. The call for trained men is insistent and imperative. Canada looks to its universities to produce men who are trained for leadership and direction. While the number of college graduates is small, the great majority of men who attain distinction of any kind comes from this small group. The chief aim of college students should be to prepare to serve the country; to help their fellow men to secure the same privileges which they enjoy, and to learn to serve as efficiently as they can."

### The Financial Campaign.

The financial campaign was to close on Wednesday. At noon on Saturday the amount subscribed exceeded $4,000,000. Among the later heavy subscriptions are $250,000 each by the Canadian Pacific Railway, the Bank of Montreal, and the Royal Bank, and $125,000 by the Merchants Bank.

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## FILMS OF THE IMPERIAL PRESS TOUR.

Lord and Lady Burnham and a number of the other Imperial Press delegates were among those present at a private exhibition, at the London Opera House last week, of a selection of the cinematograph films taken during the recent tour in Canada in connection with the Conference. These were taken by the official operator of the British Empire Press Union—Mr. Edward Tong—and gave some idea of the varied character of the tour and the interesting sights which the delegates saw.

The first of the films showed the landing at Sydney, C.B., and incidents in most of the Provinces visited were also displayed. The audience were much interested in the pictures showing various Canadian industries, and expressed admiration at the beauty of the scenery shown, especially in British Columbia; while the series of Indian pictures—including those in which Lord and Lady Burnham appeared in full war-paint—was warmly applauded.

These pictures should prove popular in the cinemas throughout the Mother Country, and should help to bring home to the general public some of the outstanding features and products of Canada.

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The number of British immigrants who entered Canada in October was 6,100.

## CANADIAN DEFENCE.

Sir Arthur Currie has recommended to the Dominion Government the creation of a Committee for Defence, and the appointment of an Advisory Parliamentary Committee to study military questions (says the Toronto correspondent of the *Times*).

It is suggested that the Parliamentary Committee should consist of 25 members, appointed annually, while the Prime Minister, the Minister of Finance, the Minister of Defence and chiefs of staff of the Militia, Navy, and Air Force should form the Defence Committee.

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## FREE PASSAGES FOR EX-SERVICE MEN.

Col. Amery, Under-Secretary for the Colonies, in reply to a Parliamentary question, announces that the period during which applications for free passages Oversea for ex-Service men and women, under the Government free passage scheme, may be made is to be extended for a year from December 31 next: that is to say, from December 31, 1920, to December 31, 1921. Those who apply before December 31, 1921, and are approved, will be allowed to avail themselves of the privilege of a free passage at any time before December 31, 1922.

A PROMISING PIANIST.

Miss Margaret Tilly, formerly of Victoria, B.C., who gave a concert in London on Thursday.

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## CANADA LODGE.

A meeting of the Canada Lodge took place in Freemasons' Hall, London, on Tuesday, at which there was a good attendance of brethren and a large number of visitors from Canadian and U.S. Lodges. At the dinner in the evening there were many interesting speeches, and an excellent suggestion was made by Mr. W. B. Gurney, by which Freemasonry could play an important part in increasing mutual friendship and understanding between the two English-speaking peoples.

The next meeting of the Lodge takes place on the last Thursday of February.

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Ontario representatives of the Retail Merchants' Association of Canada have asked for the removal of the luxury tax, or at least its collection from the manufacturers and importers, as the retailers strongly resent being compelled to act as tax collectors.

At the dinner to be given by the Canadian Association in London at the Hotel Victoria, on Thursday, December 9, to Lord Burnham and the other delegates to the Imperial Press Conference, the menu will be distinctively Canadian, and will include Canadian oysters, grouse and moose.

# CORRESPONDENCE.

*The views expressed by Correspondents are not necessarily endorsed by the Editor.*

### DR. BARNARDO'S HOMES.

To the Editor of *Canada*.

DEAR SIR, -At a meeting which took place last week under the presidency of H.R.H. Princess Alice I was chosen to be a stall-holder for the Canadian Stall, which is under the patronage of Lady Perley, at a Bazaar in aid of Dr. Barnardo's Homes.

This Bazaar will take place on December 15 and 16 at the Albert Hall. The wives of the other Canadian Agents-General and other ladies have very generously promised me their help. We are most anxious to make a success of this Canadian Stall, as we all know this to be an excellent cause, and would greatly appreciate any assistance you would give us in our efforts to show how much Canadians, or anybody who has interests in Canada, recognise the good work Dr. Barnardo's Homes are doing.—Yours faithfully,

CECILE PELLETIER.
(Quebec.)

25, Queen's Gate Terrace, London, S.W.7.
November 17.

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### "SOME IMMIGRATION PROBLEMS."

To the Editor of *Canada*.

DEAR SIR,—In last week's issue, among other items in the excellent Canadian Letter from your own correspondent, there is a curious statement which has evidently happened from lack of information.

Your correspondent suggests that "girls who are deported from Canada are placed on board ship without a dollar in their purses, and without any communication being sent to relatives. This means that such girls would land at an English seaport without the wherewithal to buy a railway fare or procure a night's shelter."

If this detracts from anybody or any Department it is the Immigration Service of Canada. Your correspondent, on the most elementary enquiry of the Immigration Department, would find that these are all properly provided for.

In all cases of deportation, and especially those dealing with women and girls, preliminary advice is sent to me from Ottawa, giving full particulars as to the names and addresses of relations concerned of every deportee, and long before the woman or girl arrives here her friends know all about her return, and they provide for her.

In any event, the officers of this Department meet all these unfortunate people, and there is no such thing on this side of the Atlantic as a woman or girl being left stranded at the port of arrival. Ordinary human beings would have more respect for womenkind than that, and a Department such as ours, which prides itself on humane proceedings, is not willing to have this totally unfounded statement pass without challenge and rebuke.

If such woman or girl had no means to buy a ticket to her friends here, that and the necessary other arrangements are supplied free of charge, and the various women's organisations here are enlisted to assist in the proper care and reclamation of the individual in question.

It is not advertised, but I venture to say there is no more wonderful story of tragedy and incident available anywhere than is obtained by a study of what happens to the unfortunates returned here through faults of their own or on medical grounds. It is the daily occurrence of emigration officials to care for those who are thus unfortunate, and the fact that no one has hitherto made a complaint against the treatment of such thousands ought to be the best evidence that your correspondent has taken no pains to ascertain the truth of what he is writing about in this respect. Moreover, I venture the opinion that the excellent women's organisations in Canada would resent any such imputation on their side of the Atlantic, and it is a pity, for Canada's sake, that there should even be a suggestion of what would be something worse than unkindness.—Yours faithfully,

J. OBED SMITH,
Superintendent of Emigration for Canada.

11-13, Charing Cross,
London, S.W.1.,
November 22, 1920.

—* *—

Canada, the United States, and Newfoundland are organising an International Fisheries Committee for investigating and exploring the fisheries, especially of the North Atlantic and North Pacific Oceans.

Sir Adam Beck, Chairman of the Ontario Hydro-Electric Power Commission, states that along the waterways between Sault Ste. Marie and Montreal it should be possible to develop some 4,500,000 h.p. for Canadian use, having the same annual value as 90,000,000 tons of coal.

# PURELY PERSONAL

*All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication.*

Lord Byng of Vimy has been appointed an Hon. General of the Canadian Militia.

* *

Lord and Lady Shaughnessy and Sir Edmund Walker recently spent the week-end at Government House, Ottawa, as the guests of the Duke and Duchess of Devonshire.

* *

Sir George Foster was last week elected one of the Vice-Presidents of the Assembly of the League of Nations.

* *

In honour of his appointment as managing director of the *Times*, Sir Campbell Stuart is to be the guest of the Canada Club at a dinner at the Savoy Hotel on Wednesday, December 8. Sir George Parkin will be in the chair.

* *

Sir Frank and Lady Barnard, of Victoria, B.C., left New York direct for the South of France by the White Star s.s. *Cretic*, and will spend the winter there.

* *

Lady Fisher, wife of Sir Thomas Fisher, general manager of the C.P.O.S. in Europe, held a reception on November 18 at 103, Sloane Street, W.1, in support of the Girls' Realm Guild of Service and the Gilbert and Sullivan Fair which is being held at the Horticultural Hall, Westminster, on the 26th and 27th inst., in aid of the Guild funds.

* *

Sir F. W. Orr-Lewis left New York by the R.M.S. *Imperator* last week, and was expected at his residence, Whitewebbs Park, Enfield, yesterday. He is accompanied by Lady Orr-Lewis.

* *

Sir David Watson, of Quebec, has returned to London from the South of France, and will be in town for a few days prior to his return to Canada on December 1.

* *

Dr. G. C. Creelman, Agent-General for Ontario, is to address the Rotary Club Nottingham, next Monday on "Ontario," and will afterwards pay a visit to the agencies of the Province in the Midland counties.

* *

Major J. E. Molson, M.P. for Gainsborough, Lincs., who "tackled" Mr. Devlin in the House of Commons on Monday, is a Canadian. He was born in Montreal in 1863, and served in the R.A.M.C.

* *

The Rt. Rev. H. J. O'Leary, D.D., Bishop of Charlottetown, has been appointed by the Pope to succeed the late Archbishop Legal in the See of Edmonton.

* *

The Hon. Wallace and Mrs. Nesbitt, who are now in England, expect to return to Toronto before Christmas.

* *

Mrs. Knox-Niven—wife of Col. Hugh Knox-Niven, and only daughter of Sir William Duff Reid, of the Reid Newfoundland Co.—gave birth to a daughter at 74, Grosvenor Street, London, W., on Friday of last week.

Mr. G. J. H. Malcolm, M.L.A., was sworn in on September 30 as Minister of Agriculture and Immigration for Manitoba, thus filling the vacancy caused by the death of the Hon. Valentine Winkler last June. Mr. Malcolm was born of Scottish parents at Kussowlie, India, his father being Col. Geo. Malcolm. His early education was received in England

THE HON. G. J. H. MALCOLM, M.L.A., Minister of Agriculture and Immigration, Manitoba.

While yet in his 'teens, he went to Canada to engage in farming, and was one of the early students at the Ontario Agricultural College, entering there in 1882, and taking the two years' course. In 1885, he settled, as a young man of twenty, at Birtle, Manitoba, where he has successfully farmed ever since. Mr. Malcolm has always taken an interest in public affairs. He has served on his local School Board and been secretary-treasurer of the local Agricultural Society: and for several years he was a director and a leading spirit of the Manitoba Grain Growers' Association, which organisation is now known as the United Farmers of Manitoba. Mr. Malcolm has been a member of the Manitoba Legislature continuously since 1909, having had substantial majorities in all his elections. For some years he has been chairman of the Agricultural Committee of the Legislature.

* *

Senator J. S. and Mrs. McLennan, Mr. J. J. Carrick, and Sir William Mackenzie were among the arrivals from Montreal by the R.M.S. *Megantic* on Tuesday.

* *

Sir Alfred W. Smithers, M.P., accompanied by Miss Eva Smithers and Mr. Herbert Smithers, arrived from Canada, via New York, by the R.M.S. *Olympic* last week; as also did Sir A. H. Maguire.

* *

Other arrivals have been Mrs. J. D. Edgar, by the *Celtic*; Mrs. D. D. McKenzie, Mr. J. R. Strathy, and Col. J. T. C. Thompson, per *Empress of Britain*; Mr. R. M. Hadow, Col. W. J. Stewart, and Mr. D. M. Stuart, per *Melita*.

Lieut.-Col. Beddoe Wallace left by the *Empress* for the Gold Coast, where he will take charge of a special publicity campaign which his Excellency General Guggisberg is organising.

* *

At the last meeting of the Council of the Royal Colonial Institute 54 resident Fellows, 79 non-resident Fellows and 34 Associates were elected among them being the following Canadians: Messrs. Fred. J. Coombs (Toronto), John R. Mason (Montreal), D. Mavall (Toronto), Walter Molson (Montreal), Joseph R. Peters (Quebec), and Sidney Sikes (Strattford, Ont.).

## ENGAGEMENTS AND MARRIAGES

The marriage of Miss Marion Cook, daughter of Mr. and Mrs. G. W. Cook, of Montreal, to Lord Minto, will take place early in January. The Countess of Minto will be present at the marriage. Lord Minto is at present in the Royal Victoria Hospital, Montreal.

* *

Lady Whyte, of Winnipeg, announces the engagement of her daughter, Gladys Helen, to George Thomas Creighton, of Winnipeg. The marriage will take place next week.

* *

Mr. and Mrs. Grant Hall, of Montreal, announce the engagement of their daughter, Madeleine Macpherson, to Henry Stockwell Day, son of Mr. and Mrs. Moses H. Day.

* *

Mr. and Mrs. Harry E. Huestis, of Quebec, announce the engagement of their daughter, Molly Kent Huestis, to Maurice, son of the late Hon. Justice Blanchet and Mrs. Blanchet, of Quebec.

* *

An engagement is announced between Christopher Benjamin Henry Lefroy, late R.F.C., eldest son of C. B. L. Lefroy, of Vernon, B.C., and great-nephew of the Provost of Queen's College, Oxford, and nephew of the Editor of *Canada*, and Angela, daughter of Mr. and Mrs. E. F. Elton, of Burleigh Court, Gloucestershire, and late of Wellington College, Berkshire.

* *

The engagement is announced of Lieut. Leslie R. Ricardo, Royal Navy, son of Mr. A. R. Ricardo, of Stony Yarrows, Mayford, Surrey, and Helen Marjorie, third daughter of the late W. M. Scott, M.D., and Mrs. Scott, and granddaughter of the late William Chaplin, of St. Catharines, Ont. The wedding will take place next month in London.

* *

At All Saints' Church, Vernon, on October 27, the marriage was solemnised by the Bishop of Kootenay of Capt. Eric Edward Napier McCallum, D.S.O., third son of the late Arthur Campbell McCallum, of Victoria, to Anna Burns, second daughter of John Kidston, J.P., Miktow Orchards, Coldstream, Vernon.

* *

Miss Ruth Olive Bower, daughter of Mr. and Mrs. George A. Bower, of Mount Pleasant Avenue, Montreal, has been married to Mr. Clifford P. Sutcliffe, only son of the late Herbert Sutcliffe, of Lancaster, England, and Mrs. K. L. Sutcliffe.

* *

At the Church of St. John the Evangelist, Montreal, Kathleen Emily, eldest daughter of Mr. and Mrs. Harold Kennedy, formerly of Draxmont, Wimbledon, England, and Quebec, was united in marriage to Ellice Allan Mackenzie, M.C., son of Mr. and Mrs. A. Allan Mackenzie.

## ONTARIO PROVINCE.

**OTTAWA.**—By more than 1,000 majority, the Civil Service here has voted to affiliate with organised Union labour.

——The Central Canada Exhibition has a balance on hand of $42,044, including $13,181 brought forward from last year. The difference represents the profits on the successful annual show last September.

——Small steamers and schooners are being gradually replaced by vessels of larger tonnage, according to statistics of the Marine Department. The number of steam vessels in the Canadian registry has decreased from 4,457 to 4,435 during the last year, but the gross tonnage has advanced from 930,367 to 1,060,477. Sailing vessels decreased from 4,220 to 3,887, but there was an increase in tonnage from 512,992 to 513,492.

——Construction contracts awarded in all the cities, towns, villages and rural districts throughout Canada during October, according to figures compiled by MacLean Daily Reports, Ltd., totalled $18,169,500, or $5,409,800 less than in October, 1919. The total for the ten months of 1920 is $231,459,800, an increase of 40 per cent. over the 1919 figures.

——The Royal Commission named recently to draft new regulations governing the administration of Canadian penitentiaries with the object of bringing about better conditions, has held its preliminary meeting here, and will probably visit the majority of the penitentiaries. The enquiry will extend over several weeks, when a report will be made to the Minister of Justice.

**TORONTO.**—Mr. James Edmund Jones, barrister, of this city, has been appointed deputy police magistrate in place of the late Mr. R. E. Kingsford.

——The Ontario Legislature is expected to meet on Tuesday, January 18. This will be about two months earlier than the opening of the first session of the new House, and will enable the U.F.O. members to get away in time for the Spring ploughing.

Each pupil attending the public schools during the year 1919 cost the ratepayers of Toronto $58.55, according to the unit cost statement contained in the annual report of the Board of Education for 1919. The statement shows that the Board of Education has under its control real estate, buildings and equipment to the value of $14,373,153. The expenditure per head of population of 489,681 in 1918 was $6.62, and per head of population of 499,278 in 1919 was $7.69, making an increase of $1.07.

——A new residence for women students at McMaster University, Wallingford Hall, has been opened. The name was decided upon as a tribute to Mr. Wallingford Davies, who gave $32,000 for its establishment.

——During the period of fourteen years since 1906 benefactions to the University of Toronto have amounted to nearly $7,500,000, an amount almost equal to the grants made by the Province during the same time.

——Mr. Chester Massey, who gave Hart House to the University of Toronto, was given the honorary degree of Doctor of Laws by the University at a special Convocation. An oil painting of Mr. Massey was accepted on behalf of the University by Sir Edmund Walker.

——Major Alexander Cameron Lewis, Conservative, who was elected to the Ontario Legislature in the by-election in North-East Toronto., had a majority of 1,694. The vote was: Lewis, Conservative, 7,914; Kippen, Liberal, 4,292; Higgins, Soldier-Labour, 1,839; Galbraith, Independent, 89. The chief issue in the election was the Hydro-Electric question, Major Lewis advocating hydro without reserve, and Major Kippen supporting the scheme with reservations.

——The late Thomas Long, founder and owner of the Northern Navigation Co. prior to the merger, who died in Toronto on October 9 last, left an estate valued at $1,321,900.

The will of the late Zebulon Alton Lash, K.C., former president of the Great North-Western Telegraph Co., vice-president of the Canadian Bank of Commerce, disposes of an estate of $756,586 between his three sons, Miller Lash, Zebulon Grace Lash and John Francis Lash, of Toronto, and his daughter, Mrs. Kerr Duncan Macmillan, of Aurora, N.Y.

——Messrs. Wickson, Chapman & Hinds, local architects, have been selected to prepare a plan to care for the future building requirements of the Canadian National Exhibition.

**HAMILTON.**—Rock petroleum has been discovered on the property of the Midfield Natural Gas Co., about four miles and a-half from Hagersville, according to Mr. W. Anderson, manager of the company, and there seems to be enough of it to give promise of commercial possibilities.

**WINDSOR.**—Mr. William E. Gundy has been appointed Police Magistrate here in succession to the late Mr. Miers. Mr. Gundy is a brother of Mr. J. H. Gundy, of Wood, Gundy & Co., bond dealers, Toronto.

Assessment and census figures show that the population on October 31 was 37,170, an increase of 5,541 over last year. The total assessment of real property, both taxable and exempted, is $49,106,389, an increase of $14,297,070.

**BRANTFORD.**—A woman brought 30 boxes of strawberries, the second crop of the season, to the market here on October 23 and sold them at 25 cents a box. Not even the oldest inhabitant recalls an October market here with Canadian strawberries on sale.

**SIMCOE.**—Directors of Dominion Canners attended the unveiling at St. Paul's Presbyterian Church of a memorial window presented by them to the memory of the late Mr. Wm. P. Innes, who was, at the time of his death, in March, 1918, their colleague as vice-president of the company. The ceremony was conducted by the Rev. Dr. Dey, who for almost 30 years was Pastor of the church.

**COBOURG.**—Hamilton township's memorial to her soldiers will take the form of a statue and monument, and the statue, which will be of Italian marble, is being carved in Italy.

**CHATHAM.**—The exceptional beet crop this year has created a great deal of employment in the sugar factory, which will last for most of the winter.

**COBALT.**—As a recognition of his services as Mayor of the town, Mr. Malcolm McKinnon is to be presented with a case of ore samples, the minerals being taken from practically every mine in the camp. Mr. McKinnon was Mayor for four successive terms, retiring last December.

## QUEBEC PROVINCE.

**QUEBEC.**—It is reported that tentative plans are entertained by the Canadian National Railways to erect a large hotel similar to the Château Laurier in Ottawa, on the Ross Rifle factory site in the centre of the Plains of Abraham.

——At the annual meeting of the Quebec Garrison Club the officers elected were:—President, Col. J. A. Scott; Vice-President, Brig.-Gen. J. L. Tremblay.

**MONTREAL.** — Shop window display advertisements announce reductions of many commodities running from 30 to 50 per cent. Suits, formerly advertised as cheap at $45, are now offered at $30, and $75 suits for $50. Boots selling recently at $12 to $15 are offered at $8.75. Stoves and furniture are advertised as big values at reductions of 20 to 33 per cent. In some stores white sugar is offered at 15½ cents per lb. and brown at 15 cents.

In an address before the Canadian Club Mr. Bernard K. Sandwell laid before the Club the mission of the new "Community Players of Montreal," in connection with the Little Theatre Movement.

Mr. J. B. Farthing has been chosen by the Provincial Selection Committee as Rhodes Scholar, and will enter Oxford University in October, 1921. He is a son of the Bishop of Montreal. The new Rhodes Scholar is 23. In preparation for McGill he spent six years at Lower Canada College.

Lt.-Col. Wilfrid Bovey, formerly on the Staff of the Canadian Corps as D.A.A.G. in charge of troops and stores in France, is resuming the practice of law here.

**KINGSBURY.** The Slate Products Co. of Canada is building a plant for crushing slate. At the outset the company will crush about 100 tons per day, the commodity being used in the manufacture of ready roofing, etc.

## NEW BRUNSWICK.

**FREDERICTON.** The frame building on Queen Street first used by the House of Assembly of New Brunswick on July 15, 1788, and for twelve years afterwards—one of the historic spots in this city—has been damaged by fire.

**ST. JOHN.**—The value of buildings covered by permits issued in the ten months of the year ended October 31 exceeded that of the corresponding period last year by more than $561,000. The figures are: 1920, $841,300; 1919, $280,010.

——Mrs. Frank S. White has been elected president of the local Red Cross, succeeding Mrs. John A. McAvity, resigned.

——According to figures published by the Provincial Department of Agriculture, there are in the Province 76,737 horses, 332,998 milch cows and other cattle, 280,090 sheep, 92,925 swine, and 733,234 poultry. This year 29,485 acres were sown to wheat, 309,071 acres to oats, and 726,380 to hay and clover.

## NOVA SCOTIA.

**HALIFAX.**—At the 152nd annual meeting of the North British Society a scholarship of $200, in memory of the late Dr. Allan Pollok, for many years principal of Pine Hill College, was established in connection with Dalhousie University. It will be known as the "Allan Pollok Memorial Scholarship."

Lt.-Governor Grant and the Premier of this Province were present at a banquet to the captains and crews of the fishing schooners *Esperanto* and *Delawana*, and Capt. Welch, of the former, was presented with the cash prize and a cup. Capt. Hunnidman, of the latter, said the American vessel had won on her merits: the majority of the crews of both vessels were Nova Scotians.

The annual meeting of the Nova Scotia Branch of the Royal Caledonia Curling Club, held here, was a large and enthusiastic one. The officers elected for the coming curling season are: Hon. President, Lt.-Governor Grant; President, Mr. W. S. Copeland, Antigonish; Vice-Presidents, Mr. G. S. Jackson, New Glasgow, and Mr. T. P. Moffatt, North Sydney; Chaplain, the Rev. W. W. McNairn, Westville; Secretary, Mr. W. A. Major, Halifax.

The Nova Scotia curlers on the All-Canadian team which is going to Scotland are as follows:—Messrs. W. H. Semple, of Truro; Judge Patterson, New Glasgow; J. J. Turnbull, Sydney; E. A. Fullerton, Pictou; W. J. Busch (Mayflower), Halifax; H. F. Adams, Halifax. Substitutes: Messrs. J. A. Craig, Yarmouth, and William Knight, Amherst.

The Fisheries Department has recently completed repairs and building of fishways in dams on the Mersey River, and hopes are now entertained that it may again become the resort of salmon, for which it was famed in years gone by.

In the presence of a large gathering, Lt.-Governor Grant laid the cornerstone of the new Oxford Street Methodist Church, to replace one which was destroyed by fire last February. The new building will cost $75,000.

## MANITOBA PROVINCE.

**WINNIPEG.**—Authority to proceed immediately with a survey for a railroad into the Flin Flon mine district, north of The Pas, has been given the Canadian National Railways by the Hon. T. C. Norris, Minister of Railways for the Province. The survey will be completed in three months.

——Building permits issued during the first ten months this year total $8,017,900, representing the greatest volume of building in a similar period since 1914, when the total for the first ten months was $12,565,500.

Archdeacon McElheran succeeds Archdeacon Fortin in the Archdeanery of Winnipeg.

Manitoba has 209,602 adults eligible to vote, according to figures in the office of the Clerk of the Executive Council. Of this number, 79,781 are women and 129,602 are men. Winnipeg's total voting strength is 62,225; 35,859 are males and 26,366 are females. The number on the voting lists in 1917 was 205,330, or 4,020 less than in 1920.

Although the average wheat yield for Manitoba was slightly higher in 1920 than in 1919, the crop total fell by nearly 9,000,000 bushels, according to figures issued by the Provincial Department of Agriculture. The 1920 yield was 15 bushels, as compared to 14.3 bushels in 1919, and total 32,000,000, against 40,975,280 last year. The disparity is explained by the acreage totals. In 1919, 2,862,383 acres were sown with wheat, and in 1920, 2,146,787 acres, a decrease of 715,596 acres. Oats were higher: the average yield per acre was 33.42 to 31.6 in 1919, and the total 70,350,000 to 57,698,014. The oat acreage this year was 2,100,000 compared to 1,826,366 last year. The average barley yield was 22.1 a bushel more than in 1919, and the average flax yield 8.4, or 9 bushels lower. The average potato yield 100 bushels 30 bushels short of last year.

—— Mr. Morris Ackerman, of Cleveland, a noted big-game hunter and publisher, passed through here on his way home from a big-game hunt in the Canadian Rockies near Jasper, Alberta. Mr. Ackerman said the hunting was the best the American Continent offers. The bag was 5 grizzlies, 1 brown, 1 black bear, 3 Rocky Mountain big-horn sheep (one of immense size), 6 goats, 5 caribou, 2 moose. Other game was seen in abundance.

——At the annual general meeting of Lord Strathcona's Horse Association here it was decided to carry on the work of the Association, and the following officers were elected for the coming year:—Hon. President, Major-General A. C. Macdonell; President, Mr. M. B. Pirt; Vice-President, Mr. H. E. Ellis; Secretary, Mr. F. S. Hunt, 346, Donald Street, Winnipeg.

——Manitoba's total fire loss for the first nine months of 1920 reached $1,431,203. The loss for the first nine months of 1919 was $1,026,434. The fire loss for Winnipeg City alone was $803,384, and for Brandon $29,571.

**ST. VITAL.**—Building permits to date this year total $302,415.

## SASKATCHEWAN.

**REGINA.**—The fourth session of the fourth Legislature of Saskatchewan was opened on November 4 by his Honour Sir Richard Lake, Lt.-Governor, who was accompanied by his staff, which included Brig.-Gen. Dan Ormond, C.M.G., D.S.O., G.O.C. Military District No. 12, and Major Worsley, officer commanding the Regina Depôt of the Royal Canadian Mounted Police.

——A new soldier colony has been established in the district south of Makwa Lake. Here 78 Imperial soldiers have taken up their residence.

——There are now some 59,000 automobiles in this Province, or one for every fourteen of the population. Ten years ago the total was only 531.

——All the teachers of the separate schools here have been granted salary increases of $100 a year. This brings the minimum salary up to $1,150 a year.

**MOOSE JAW.**—A farm deal, which illustrates the rapidly increasing value of farm lands in this district, was the sale by Mr. John Douglas of his 640 acres, five miles south-east of Pasqua, to Mr. William Colpits, of Gray, Sask. The price paid was $115 per acre, including buildings, stock and implements. Two or three years ago Mr. Douglas offered to sell the farm in question at from $55 to $60 per acre.

——The City Council has passed a by-law to submit to the ratepayers the question of adopting the method of electing members of the Council on the principle of proportional representation, and to abolish the existing ward system. The plebiscite will be taken at the time of the coming civic elections.

(*Continued on page 255.*)

# THE OIL DISCOVERY IN THE FAR NORTH.

IN THE FOREST PRIMEVAL

WINTER TRANSPORT: T

SHOOTING THE RAPIDS ON THE ATHABASKA.

ALONG THE T

INDIANS TRANSPORTING

# ON THE WAY TO THE MACKENZIE RIVER.

WITH DOG TRAINS.

A FLOWING OIL SPRING ON THE ATHAI

ITTLE SLAVE LAKE.

HAULING A SCOW ON THE ATHABASKA.

N LESSER SLAVE LAKE.

AN OIL GUSHER ON THE BANKS OF THE ATHABAS

EAST TO WEST—(Continued from page 253.

## ALBERTA PROVINCE.

**EDMONTON.**—That there are 25,000 adults in this Province who cannot speak the English language, and a great many more who cannot read, was the statement of Mr. J. Morgan, Supervisor of Schools, in an address before the Northern Alberta Teachers' Association. He said the only direct avenue through which this great number can be reached is through night schools for adults in rural communities.

Interest has been excited in local real estate circles by the offer reported to have been made of $1,000,000 for the coal rights under the penitentiary grounds, which consist of some 130 acres. The land itself, without the mineral rights, has been offered for $300,000. Rumours state that other important discoveries have been made by the Imperial Oil Company, which are very much closer than Fort Norman and are of greater value and importance, but no official confirmation of this has been forthcoming.

**CALGARY.** The Calgary Chartered Accountants' Club has elected as officers :—President, Mr. John H. Williams, C.A.; secretary, Mr. A. H. Carr, C.A.

## BRITISH COLUMBIA.

**VICTORIA.**—On October 28 the last girder on the great Deep Creek Bridge on the Pacific Great Eastern Railway was put in place. Trains are now running. This bridge has been 14 months under construction. It is 1,192 ft. long and is 282 ft. high, the record span elevation for Western Canada. It cost nearly $900,000.

——The Deputy Provincial Secretary, Mr. John Lilly White, has been appointed to the office of Clerk of the Legislative Assembly, an office filled for 40 years by the late Mr. Thornton Fell.

**VANCOUVER.**—An important merger of construction enterprises and consolidation of Eastern and Western interests has been completed here, by which the Pacific Construction Co., the Pacific Dredging Co., and Loomis, White, Henry & McDonald have merged their interests, with a capitalisation of $5,000,000. Headquarters will be in this city, and a branch maintained in Montreal.

——Building permits issued between January 1 and October 31 this year totalled $3,240,893. During the same period last year they totalled $1,765,428.

——The 19th launch, and third of their own fleet of vessels, was that on October 29 of the steel steamship *City of Victoria* at the yards of J. Coughlan & Sons, Ltd. The ship is an oil-burning freighter of 8,800 deadweight tons, built with reciprocating engines and to an estimated speed of 10 to 11 knots. The *City of Victoria* is the last of the firm's construction programme to their own order for the present, but there are two contracts for Canadian Government Merchant Marine ships to be proceeded with as soon as the Government supplies material.

——Mr. W. G. Murrin has been elected President of the Canadian Club here. Bishop de Pencier and Mr. Frank Burd were elected Vice-Presidents, and Mr. J. R. V. Dunlop, Secretary. An unusually hearty vote of thanks was tendered Mr. R. S. Somerville, the retiring President.

——A unanimous resolution has been passed appointing Inspector James Anderson as the Chief Constable of the city police force.


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**THE SECRETARY, Veterans' Association, 47, Bedford Row, London, W.C.1, England.**

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# OCEAN PORTS 2,000 MILES FROM THE SEA—III.

## Twin Cities' Views on the Need for the Deepening of the St. Lawrence.

*The question of the practicability of the deepening of the St. Lawrence so as to permit of ocean vessels proceeding to the Great Lakes without breaking cargo, and vice versa, is at present being enquired into by the International Joint Commission on Waterways. The project is being opposed by the St. Lawrence port and city authorities, and also by some American interests, but is being strongly supported by the Great Lake cities and towns. Below are given the views of the Twin Cities of Port Arthur and Fort William—which are 2,000 miles from the Atlantic and 1,000 from the Pacific—as set forth by Mr. Irving Delamater, Vice-President of the Port William Board of Trade, on behalf of the City Councils and Boards of Trade of the two municipalities.*

IT has been the desire of many English importers and Canadian exporters—in fact their ideal—to be able to ship grain from Western Canada, store it in special bins in the elevators at Fort William and Port Arthur, and ship direct to England without losing the identity of the original grain purchased in Western Canada.

At the present time this is impossible. Eastern elevators receive grain for transfer, and under the Canada Grain Act have the right to bin grain of the same grade together. Grain transferred to elevators at Buffalo and other American ports is not under the jurisdiction of Canadian authority. The result is, that in 99 cases out of 100 the identity of the grain shipped from here is lost in the Eastern elevators. It is not necessary to point out the merits and demerits of keeping certain parcels of grain intact. Sufficient to say that if the St. Lawrence route was inaugurated it would be possible to ship the grain direct, without contamination in Eastern elevators.

### Invisible Waste.

Grain cannot be transferred without invisible waste, and a resultant reduction in the quality of the grain. The invisible waste, of course, is problematical, but expert elevator superintendents state that for every thousand bushels of grain they transfer from a boat to an elevator or from an elevator to a car, or from a car to an elevator, you lose 30 lb. on an average. Thirty pounds does not seem such a large amount, but when you take into consideration the enormous quantity of grain handled it amounts up to a considerable figure, and is worth considerable money, at the present prevailing high prices of grain.

Taking a concrete case, we will say that we load from here 300,000 bushels of wheat for Montreal. Under our present existing transportation facilities three distinct transfers have to be made, which might be eliminated by the inauguration of the St. Lawrence route. The shrinkage on each transfer on this amount of grain would be 150 bushels and three transfers

FILLING A BOX CAR FROM AN ELEVATOR.

would amount to 450 bushels. Four hundred and fifty bushels at $3 per bushel for wheat is $1,350. The amount of shrinkage on this cargo could be saved if the cargo could be transferred direct to the ocean steamer in Montreal or elsewhere.

Many cars are now held in Eastern Canada by the transportation companies to transfer grain to the Atlantic seaboard. These cars could be relieved for shipment of grain from Western Canada if shipments could proceed direct to the Atlantic.

The final inspection of the Western grain under and by virtue of the Canada Grain Act is at Fort William or Port Arthur, when the grain is loaded out for Eastern shipment. The grade certificate issued by the Inspection Department, under the Board of Grain Commissioners for Canada, follows the grain to its final destination. Irrespective of the number of Eastern elevators a given parcel of grain may have been in, irrespective of the number of steamers and cars the same parcel of grain may have been in, and irrespective of the probable mixing of the said grain in transfer and in transit in Eastern Canada, the inspection certificate issued here follows the grain to the European market.

Sometimes the inspection certificate does not coincide with the grain received, and the result is a disgruntled English importer, with a resultant injury to the grain trade of Canada.

A FLOUR MILL AT MEDICINE HAT, ALBERTA.

Anything and everything that can be done to improve the value of the Canadian certificate of grain on the European markets is worth while, because the results would be transferred back to Canada in higher prices for our grain. As stated, the price that the Canadian farmer receives for his grain in normal times is the world price fixed by competition in Liverpool.

It can, therefore, be substantiated that if a steamer loads a cargo of grain in Fort William or Port Arthur and takes that cargo to final destination in the United Kingdom or to the Atlantic seaboard a saving or improvement will be effected:—(1) In the freight rate; (2) transfer charges; (3) insurance charges; (4) weight; (5) shrinkage; (6) car supply.

The total saving effected cannot be brought down to dollars and cents at the present time, on account of Governments generally controlling the grain business of the country, and having a supervision over lake freight rates as well as ocean freight rates.

### The Flour Milling Industry.

There are approximately 600 flour mills in Canada, with a normal capacity of 120,000 barrels of flour per day. Of these mills 158 are situated in and west of Fort William, with a total capacity of 51,244 barrels per day.

The flour milling industry is a fundamental and necessary industry and performs an economic function. The Canadian mills have supplied almost entirely the flour requirements of the growing population of Canada, and have rapidly expanded their export trade as appears from the following returns:—1905-06, 913,777 barrels; 1906-07 1,000,777 barrels; 1907-08 1,597,[illegible] barrels; 1908-09, 2,020,467 barrels; 1909-10, 3,[illegible]72[illegible] barrels; 1910-11, 3,262,117 barrels; 1911-12, [illegible] barrels; 1912-13, 4,373,872 barrels; 1913-14, 4,666,[illegible] barrels; 1914-15, 4,897,129 barrels; 1915-16, 7,897,453 barrels; 1916-17, 8,024,602 barrels; 1917-18, 10,826,433 barrels.

The bulk of our flour exports go to Great Britain. The larger proportion of the wheat milled into flour West of the Great Lakes is exported, and this amounts to [illegible] per cent. of the flour exports. The millers in the British Isles are making strenuous efforts to retain [illegible] trade in Great Britain. The Canadian millers have had, and will have, a hard fight to sell Canadian manufactured flour in the European countries. This is quite obvious when there is taken into consideration the cost of manufacturing flour in Canada as compared with the cost of manufacturing flour in

one of the European countries. Any saving, therefore, that can be effected in transportation and handling costs in the shipment of export flour will improve the position of Canada generally.

In conclusion, to what extent will the inauguration of this Deep Waterways scheme benefit and improve our countries? The question is important. A development so large, so varied, and so astounding in wealth-producing effects that the world can be searched in vain for similar development.

Tributary to the shores of the Great Lakes are the world's greatest and most varied agricultural and mining areas.

At Sudbury are the world's greatest nickel deposits; Cobalt is one of the world's greatest silver camps; and in the Porcupine district is one of the world's richest gold mines. On the south of Lake Superior are Calumet and Hecla, one of the world's richest copper mines. On the west are the world's greatest iron deposits, from which are annually shipped approximately 60,000,000 tons of ore. On the north-west lies undeveloped territory in which gold, silver, copper, nickel, molybdenite and many other minerals are waiting for mining and development. In the immediate vicinity of Fort William and Port Arthur minerals abound in large quantities and are undeveloped.

The agricultural possibilities are also immense. To the shores of Lake Michigan are tributary the great corn belts: to Lake Superior the world's greatest wheat belt.

All these will benefit by the inauguration of the Deep Waterways scheme.

Considering, therefore, the immense traffic of the Great Lakes and the future possibilities of development of our agricultural and mineral areas, and the need of keeping our transportation facilities up to the mark, we believe that the making of these two ports into ocean ports will do much to push forward the economic and financial growth of Canada and the United States.

*(Concluded.)*

* *

In the Federal bye-election in East Elgin, Ont., this week, the Farmer candidate defeated the Government nominee by a majority of 200, the Liberal candidate coming last (says a *Daily Express* cablegram).

The annual dinner of the English Mayflower Club will take place at the Johnson House, Gough Square, on Tuesday, December 7. The guest of the Club will be Dr. J. Rendel Harris, who will speak on the fate of the *Mayflower*, and the speech will be followed by a discussion.

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# MANITOBA
## CANADA.

**THE SURE CROP PROVINCE.**

SITUATED midway between the Oceans, Manitoba in many ways is the Keystone Province of the Confederation. Its leading industry is Agriculture; and its loudest call is to men and women who intend to farm. To such Manitoba offers cheap, fertile soil, health giving climate, abundance of sunshine, assurance of generous crops, well organized markets, good schools, a virile type of rural life, and a good opportunity to succeed.

BUT in addition to its Agricultural lands, Manitoba has many remarkable natural resources: Minerals, Fish, Timber, Building Material, Water-powers, Fur-bearing Animals and other Game.

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WINNIPEG, CANADA.

# SUCCESSFUL WESTERN FARMERS.

## Settlers' Records of Good Crops and Satisfactory Returns

THE records of a number of successful Western farmers have been compiled by the Industrial and Resources Department of the Canadian National Railways. Among them are the following:

Mr. Alex. Bell, of Oakville, Man., reports a yield [illegible] bushels of wheat to the acre.

Mr. Jefferson Caverly, Bowsman River, Man., has been farming in the Swan River valley for 18 years and has never had a crop failure.

Eighteen acres of oats yielded 100 bushels per acre on the Fulton farm at Oakland, near Portage la Prairie, Man. The land has received careful attention, but the result was a surprise to the producer. The oats were of the ordinary Banner variety. The land on this farm has been cropped for 40 years.

Eighteen years ago Mr. A. G. Fyfe started on the first quarter section of his farm with a capital of $75.00. When he sold his farm of 1,280 acres it was clear of encumbrance; he had erected buildings to the value of $12,000 to $14,000 and a first-class equipment for a farm of this size, a fine herd [illegible] of land and [illegible] my land [illegible] at an auction sale my implements [illegible] 1,000.

[illegible] acre off 20 acres.

Mr. J. Jandle had 34 [illegible] and he bought two years a[illegible] some of which will be sold for seed, wh[illegible] It means that besides paying the entire cost of the farm a year, this one crop also paid the cost of the breaking a the cost of the seed, and leaves him some cash beside that, the yield is not unusually heavy, only about [illegible] of oats per acre.

We came into Central Saskatchewan [illegible] 1905, travelling overland from Calgary," say Mc Lawrence Bros., Vera, Sask., "Our funds were so deplet that when we got to North Battleford we had to borro cents to cross the ferry into town. We worked there fo some time, and in the spring of 1906 filed on a homeste

A TYPICAL HARVESTING SCENE IN THE CANADIAN WHEAT BELT.
*By courtesy of the Canadian National Railways and the "Canadian Illustrated Monthly."*

of cattle and good horses, and was independently well-off exclusive of the farm. This was all accomplished in eighteen years.

Mr. Adam Berizel got 3,000 bushels of grain and 500 bushels of potatoes from 65 acres, less than two acres being in potatoes.

Mr. C. W. Kelcheson, of Davidson, Sask., says: "I came here in 1903 with little cash, and now own without encumbrance a section of land, and have been practically living in 'Easy Street' for a number of years. We have never had a complete failure in this district."

Mr. William Buchanan, writing of the Dauphin district, Man., says there is an abundance of pasture, plenty of wild hay, and as a sure grain-growing district it cannot be excelled. In 1917 he had 65 acres of wheat that averaged 52½ bushels to the acre, for which he received $2.11 per bushel, amounting to over $110 for each acre. His whole crop averaged 37½ bushels to the acre. Starting in a poor man, he now has two sections of land, 30 horses, 150 head of cattle, two tractors and a threshing outfit, and estimates he could retire with a bank account of $150,000.00, accumulated in farming in the Dauphin district in 25 years.

Mr. Martin Carlson had 1,022 bushels of wheat off 44 acres; from 55 acres of oats he got 2,800 bushels, giving him an income of $4,000 from 99 acres.

Mr. N. Zeller, St. Walburg, Sask., says: "Several years ago I arrived here with the intention of finding a home. My means with which to begin were small. To-day I own 480 having to sell a shot-gun to raise the $10 for the filing. Since that time we have acquired altogether a section and a half of land, in addition to renting another three-quarters of a section. If we had to sell out now we would probably realise about $50,000, and have made all this since we came here. We get crops in this district of from 30 to 35 bushels of wheat to the acre and oats from 40 to 80 bushels to the acre; stock here pays well. We have 1,700 sheep, 70 cattle and 60 horses."

"I came to Rosebud district of Alberta in the spring of 1914," says Mr. W. E. Hymas, "and I am mighty glad I came. My old home was in Utica, Neb., where I farmed 480 acres about 4½ miles north-west of that town, and after consulting with Mr. W. V. Bennett, the Canadian Government Agent at Omaha, I sold out my interests and moved here in April, 1914, with $7,000 in cash. I bought 500 acres at $25 an acre unimproved prairie land. I have had splendid crops during the five years I have farmed in this district. The wheat has averaged 35 bushels per acre and my oats about 65 bushels per acre. My 500 acres have been increased to 2,040 acres. I have 35 horses and 100 head of cattle. I value my personal property, that is, stock and machinery, at $25,000. The 1,500 acres I spoke of I purchased in each of the years 1915 up till 1919, and I have paid from $35 to $75 an acre. A competent land valuator the other day estimated my holdings in land to be worth $132,500. I don't lay claim to any special gift either of enterprise or ingenuity. What I have accomplished I owe to ordinary industry and the uniform[illegible] good crops that [illegible]

## AMERICAN INDUSTRIES IN CANADA.

**By G. W. Curtis, Industrial Agent, Eastern Lines, C.P.R., Montreal.**

In an interesting little booklet just issued by the Union Bank of Canada emphasis is given to the increasing establishment of United States branch factories in Canada, which has been one of the notable features of the year. Much has been published on this subject in recent months, and while Canadian manufacturers are in possession of the facts and the reasons, perhaps the general public are not so well informed.

Dealing with the Province of Ontario particularly, the booklet says: "Enquiries in this area by representatives of United States firms have been more numerous than in any previous year, and the Industrial Commissioner of one Ontario city near the boundary was in correspondence during one month with no less than one hundred United States firms who had the establishment of branches in the city under consideration. Many of these companies have already succeeded in establishing branches. Among these were manufacturers of chemicals, motor cars, welding compounds, toilet preparations, proprietary medicines, metal and wood-working tools, gas engines and wire goods."

### A Few Reasons.

I have been asked many times why so many American manufacturers are locating factories in Canada. Here are a few of the reasons given me by a large number of American manufacturers why they must have branch factories in Canada in order to compete successfully for Canadian and British Empire trade.

Manufacturers in Canada enjoy the privilege of the preferential tariff within the Empire which, since the war, amounts to a very considerable item, and new tariff preferences are constantly being arranged. Take, for instance, the recent tariff agreement between Canada and the West Indies.

When imported materials on which duties have been paid are used, wrought into or attached to any article manufactured in Canada, an allowance is made on the exportation of such articles beyond the limits of Canada of 99 per cent. of the duties paid on the materials in question, if the claim is made within three years of the date of exportation of the Canadian manufactured article.

It is estimated that Canada's water power resources are nearly 20,000,000 h.p. divided amongst the Provinces as follows:—Quebec, 6,000,000 h.p.: Ontario, 5,800,000 h.p.: Manitoba, 3,218,000 h.p.; British Columbia, 3,000,000 h.p. Of this 19,551,000 only about 2,214,000 h.p. is at present developed. This indicates, however, the unique position Canada occupies as regards cheap power.

It is generally conceded that Canadian labour is in a very much more healthy condition than labour in the United States, and is not troubled to any appreciable extent by strikes, etc. Labour on the whole is content, and can be secured at a much lower figure than is the case in the United States.

The British manufacturer is also waking up to the fact that it is to his advantage to invest and extend in Canada. In support of this I may mention three well-known English firms which have opened branches in Canada, namely, Baldwin's, Ltd., Toronto, large manufacturers of steel and tin plates; Magnire, Paterson & Palmer, Ltd., match manufacturers, who have located a large match splint plant at Pembroke, Ont.; and Porritts & Spencer, of Burv, who have recently opened a branch plant at Hamilton, and who are one of the largest manufacturers of felt blankets, etc., used by pulp and paper mills.

The Industrial Department, Eastern Lines, of the Canadian Pacific Railway, comprising the Provinces east of the Great Lakes, was formed for the purpose of assisting American and British manufacturers in selecting the right sites for their branch factories, and has on file particulars of all important towns in Eastern Canada. It is in a position to give intending manufacturers unprejudiced advice as to the location best suited for their purposes from standpoints such as labour, power, raw materials, export conditions, etc. It strives to save manufacturers both time and money in visiting only possible and advantageous locations.

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H.M.C.S. *Niobe* and the two Canadian submarines C.C.1 and C.C.2 have been bought by the New Brunswick Rolling Mills.

Mrs. Blackader, Col. Hamilton Gault's *fiancée*, who was killed in a motor accident in Somerset, was the widow of Capt. Gordon Home Blackader, 42nd Royal Highlanders of Canada, of Montreal, who was killed at Hooge in June, 1916.

During the war there were 6,452 Canadians in the Navy, of whom 1,700 were recruits of the R.C.N.V.R., states the Hon. C. C. Ballantyne, Minister of Marine and Fisheries. Of these Toronto sent 714 recruits. In addition, 376 men enlisted in motor boat patrols, and 382 in the Royal Naval Air Force, making a total of 8,892 Canadians who took part in the efforts of the Navy.

# SPECIAL MEMORANDUM ISSUED BY THE DEPARTMENT OF IMMIGRATION AND COLONIZATION, GOVERNMENT OF CANADA.

**Cancellation of previous Memoranda.** This Memorandum takes the place of my Memoranda of the 29th November, 1919, and the 1st May, 1920, which are hereby cancelled.

**Important to Booking Agents.** The Canadian Government Department of Immigration and Colonization continues to maintain and never delegates or abrogates its right to apply such Immigration Regulations as are required to carry out the policy adopted by the Canadian Parliament. These regulations may vary from time to time dependent upon financial, commercial, industrial and labour conditions in Canada generally or in any locality.

Section 38 of the Canadian Immigration Act provides that the Governor in Council may by proclamation or order whenever he deems it necessary or expedient:—

(a) Prohibit the landing in Canada or at any specified port of entry in Canada of any immigrant who has come to Canada otherwise than by continuous journey from the country of which he is a native or naturalised citizen and upon a through ticket purchased in that country or prepaid in Canada.

(b) Prohibit the landing in Canada of passengers brought to Canada by any transportation Company which refuses or neglects to comply with the provisions of this Act.

(c) Prohibit or limit in number for a stated period or permanently, the landing in Canada or the landing at any specified port or ports of entry in Canada, of immigrants belonging to any nationality or race or of immigrants of any specified class or occupation, by reason of any economic, industrial or other condition, temporarily existing in Canada or because such immigrants are deemed unsuitable, having regard to the climatic, industrial, social, educational, labour and other conditions or requirements of Canada, or because such immigrants are deemed undesirable owing to their peculiar customs, habits, modes of life and methods of holding property and because of their probable inability to become readily assimilated or to assume the duties and responsibilities of Canadian citizenship within a reasonable time after their entry.

The Canadian Government is most anxious to prevent passengers being booked to Canada unless such are reasonably sure of being able to comply fully with the Canadian Immigration Regulations, and this Memorandum is placed in the hands of Steamship Booking Agents as an official summary of the regulations with which passengers must comply on entering Canada.

In booking the head of a family, the Agent should enquire whether any member of that family who will accompany or follow the head to Canada, belongs to a prohibited class; for example, if one child in the family is mentally deficient or afflicted with a contagious or infectious disease, the head of the family should be told that such child cannot be admitted to Canada, either now or later.

The Canadian Government maintains a number of Canadian Emigration Agencies in the United Kingdom in order that information and advice on all matters pertaining to settlement in Canada may be readily available to every enquirer. The Booking Agent will save himself, the Steamship Lines he represents, the Canadian Government, and last but not least, the emigrants themselves, trouble and expense by referring all doubtful cases to the nearest Canadian Government Emigration Agent before completing the booking.

Three classes of settlers are always in demand, viz., farmers, farm labourers and female household workers. Generally speaking, experienced farm labourers can be placed at any season of the year, although it is better that they should arrive in Canada between the 1st of April and the 1st of October. Inexperienced farm labourers should arrive between the 1st of April and the 1st of September.

It makes no difference whether the worker has or has not (before sailing) a definite position to go to in Canada, our Department stands ready to find suitable employment at current wages for every farm labourer or household worker who obtains our emigration permit.

It is not enough that there should be definite employment awaiting the emigrant as there may be some unemployed Canadian ex-soldiers who should be given preference. It is not enough to suggest that friends or relations in Canada have invited emigrants to join them. Affection and other sentimental reasons may induce those in Canada to generously undertake these additional obligations, but the Department must know definitely that such friends or relatives while willing must also be able to maintain these additional persons without such persons becoming competitors in the local labour markets in Canada.

Again, those women going to Canada to be married must submit definite evidence in writing that arrangements in Canada are satisfactory.

**Prohibited Classes.** The Canadian Immigration Act prohibits the landing in Canada of the following:

(a) Idiots, imbeciles, feeble-minded persons, epileptics, insane persons and persons who have been insane at any time previously.

(b) Persons afflicted with tuberculosis in any form or with any contagious or infectious disease which may become dangerous to the public health.

(c) Immoral persons and persons who have committed crime involving moral turpitude.

(d) Professional beggars or vagrants; persons afflicted with chronic alcoholism and persons likely to become a public charge.

(e) Anarchists, persons who disbelieve in or are opposed to organised government, including those who belong to organisations holding such views.

*The remaining portion of this Memorandum will appear in this space next week.*

## CANADA'S INDUSTRIAL CENTRES

A statement compiled by the Dominion Bureau of Statistics covers 41 cities and towns with 12,500 industrial establishments, having a total capitalisation exceeding $2000,000,000 and employing 400,000 persons and having a total output in 1918 greater than the capitalisation.

Toronto leads in the number of establishments, having 2,386, as compared with Montreal's 2,375. Montreal's manufactories, however, boast higher capitalisation, larger number of employees and output of a greater value than do those of Toronto. The capitalisation of Montreal industries is placed at $488,101,431, the number of their employees at 157,578, their pay roll for the year at $110,196,219, the raw materials utilised at $291,975,946, and the value of their products at $551,814,405. Toronto industries had an aggregate capital of $392,945,178, employed 106,128 persons, paid in wages $105,509,698, utilised raw materials worth $266,580,781, and produced goods valued at $506,420,283.

Hamilton stands fourth in the list in point of number of establishments, having 685 as compared with Winnipeg's 779. Hamilton, however, stands third in other respects. Hamilton's industries were capitalised at $142,356,442, employed 30,944, paid in salaries and wages $31,901,383, used raw materials valued at $134,258,586, and produced finished goods worth $183,456,596. Vancouver is fifth, Ottawa sixth, Quebec City seventh, and London, Ont., eighth in point of view of number of establishments.

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## CANADA AND PACIFIC TRADE

The *Weekly Journal of Finance and Commerce* announces (says Reuter's Shanghai correspondent) that an agreement has been concluded between the Blue Funnel Line, the Canadian Government Merchant Marine, and the Canadian Government National Railways establishing a steamship service between Hongkong and Vancouver. It is rumoured, in this connection, that the Blue Funnel Line will carry British mails to the Far East for the Canadian Government.

The object of the agreement is to develop Canadian trade through new channels. It is pointed out that the agreement is the reply of the Blue Funnel Line to the Jones Shipping Law of America. Cargoes for America will be landed at Vancouver, and will be transported thence via the Canadian railways to the nearest point on the American frontier.

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## C.G.M.M. IN THE MEDITERRANEAN.

The C.G.M.M. *Canadian Rancher* arrived in Montreal this month from the Mediterranean with 44,434 boxes of raisins, 3,794 boxes and 1,760 bags of almonds, 1,340 bundles and 70 cases of figs from the Spanish ports of Valencia, Malaga, Denia and Tarragona; 17,744 boxes and 40 barrels of currants from Patras, Greece; 267 boxes of lemons and 275 bags of filberts from Messina, Sicily; and 570 barrels and 122 cases of wines from Spain.

This was the maiden voyage of the *Canadian Rancher*, which had the distinction of being the first Canadian steamer to put into most of the ports called at.

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## LAST MONTH'S BUILDING.

Construction contracts awarded in all the cities, towns, villages and rural districts throughout Canada during October, according to figures compiled by MacLean Daily Reports, totalled $18,169,500, compared with $20,820,100 in September and $2,579,300 in October, 1919. The total for the ten months of 1920 is $231,459,800, compared with $164,176,700 during the corresponding period of 1919, and $91,425,500 during 1918, being an increase of 40 per cent. over 1919 and 164 per cent. over 1918.

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One of the largest vessels constructed on the Mersey is the Cunard liner *Samaria*, which is to be launched from Messrs. Cammell Laird's works at Birkenhead today (Saturday). She is 620 ft. long, with a gross tonnage of 21,000. Built to burn oil fuel, she will have eight decks, with accommodation for over 2,500 passengers.

## BRITISH PERIODICALS.

*In order to keep our readers in Canada informed as to the trend of thought in the leading British periodicals, the chief features in the current issues are dealt with each month in this column.*

### "Quarterly Review."

"Is Japan the last stronghold of militarism, or is she a bulwark of peace in the Far East?" is a question of most serious import discussed in the current *Quarterly Review*. The writer shows how the abnormal expansion of Japan during the last 25 years has led its people both militarists and pacifists to regard their race as destined to be the dominating factor in future world politics; while, even should the saner party in the State predominate, and Japan enter upon no aggressive military policy, the supremacy of the white races must yet be seriously jeopardised by two dynamic forces which none can check: the Japanese birth rate and the Asiatic upheaval. "The Present State of Feeding in Germany," by J. Ellis Barker, also strikes a note of anxiety as to the future. Mr. Barker tells how the German Press is flooded with shamelessly misleading militarist propaganda, and fears that, unless this can be stemmed, and the German nation enlightened in time, "the great tragedy of 1914-18 may be followed by another and an even greater catastrophe." Readers will turn with relief from these forebodings of war to consideration of the arts of peace. In "Lay Criticism of Art" C. H. Collins Baker makes an emphatic and lucid pronouncement as to what may be regarded as the enduring quality essential in art. He maintains (and ably bears out his contention by deductions made from the earliest art achievements down to those of the present day) that "without exception posterity has always taken Nature or Life as its standard of excellence wherewith to test a school or master," for "life magnetically attracts the living." The number contains many other articles equally thoughtful and illuminating.

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Reports from Winnipeg state that the condition of the Hudson Bay Railway is causing uneasiness.


**EX-SERVICE MEN**

of the Imperial Army in the Old Country desiring to take advantage of Canada's

**SOLDIER SETTLEMENT SCHEME**

should apply for information to:—

**Lieut.-Col. K. C. BEDSON,**

*Overseas Representative,*

**SOLDIER SETTLEMENT BOARD OF CANADA,**

7, Parliament Mansions, Orchard Street, Victoria St., LONDON, S.W.1.


## TRADE AND BUSINESS.

[illegible] reached a total of $[illegible]

In 1913 Canada had [illegible] imported [illegible] and exported [illegible]

Exports from Canada of [illegible] during the first months of [illegible]

Canada increased her export [illegible] in September by 90 per cent. over those for September, 1919.

During the present year Canada is expected to produce 70,000 tons of newsprint paper—[illegible] more than that for Norway, Finland and Sweden combined.

The Armstrong-Siddeley motor, manufactured at Coventry, England, is to be placed on the Canadian market through the Armstrong, Whitworth Co. of Canada, 286, St. James St., Montreal. The Limousine for the touring car will be $6,750, and for the Limousine $11,000.

There was despatched, either by boat or rail, from the head of the Great Lakes during October, 25,500,000 bushels of wheat, a total 5,400,000 bushels more than that for October, 1919. Of the 1920 wheat crop, some 59,500,000 bushels had been inspected up to the end of October, or about 12,000,000 bushels in excess of last year's total for the corresponding period.

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## TRADE ENQUIRIES.

### Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following:—

A Canadian company offer 5,000 tons edible corn starch, packed in jute bags (140 lb.), loaded on steamer, at terms indicated, and invite cable enquiries from United Kingdom buyers.

A London company wish to purchase electric globes for shipment to New Zealand and Australia, and invite catalogues from Canadian manufacturers of same.

A London firm wish to obtain quotations f.o.b. St. John for Canadian flour for shipment to the Eastern Mediterranean.

A London firm have received enquiries from their South African customers for Portland cement in barrels (375 lb. net), asbestos cement sheets, and white pine four-panel doors; and would be glad to receive offers from Canadian manufacturers of these several articles who can fill export orders.

A company in London, who are selling wheat regularly in Poland, Germany, and the Baltic provinces, wish to effect a connection with a responsible Canadian shipper of grain.

A Canadian company are open to purchase C.P. glycerine and other heavy chemicals, and invite quotations from United Kingdom manufacturers.

A London manufacturers' agent, claiming a connection with the textile trades, who already represents a Canadian manufacturer, wishes to get into touch with Canadian manufacturers of hosiery (silk and artificial silk), underwear (except summer ribbed underwear), and similar lines, in a position to undertake export trade.

An Egyptian firm have received an enquiry for Canadian horses for shipment to France at the rate of 60 to 80 monthly. Medium size preferred, not more than 6 years, suitable for agricultural purposes.

A London firm wish to get into correspondence with Canadian manufacturers prepared to appoint them as agents for the United Kingdom, Constantinople, Turkey, and Black Sea ports, in the following lines:—Canned salmon (all grades), pilchards, herrings, lobster, sardines, fruits, jams, peas, tomatoes, corn, etc., tinned butter (suitable for warm climates), silk and maple syrup, lard (tinned and bulk), flour and rolled oats, chocolates (assorted and box confectionery), enamelled ware, galvanised buckets, baths, wire nails; clothes pegs (Dolly), cedar shingles, washboards, hickory handles, beaver board; leather mittens and gloves (lined and unlined, suitable for Russian market); athletic underwear (combination and single).

**Our International Banking Service**

Separate Foreign Exchange Departments, under specialists, are maintained at our London, New York, Montreal, Vancouver and Toronto Branches, as well as at the Head Office in Winnipeg. No more complete Foreign Exchange organization exists in Canadian banking. Our Statistical Service offers vital assistance to business men in their import and export trade relations, while our direct connection with the Park-Union Foreign Banking Corporation, which has Branches at Paris, Yokohama, Tokio, Shanghai, San Francisco, etc., enables us to serve efficiently all who desire to finance international transactions.

*Letters of Credit and Travellers' Cheques issued available in all parts of the world.*

# UNION BANK OF CANADA

HEAD OFFICE—WINNIPEG. Incorporated 1865.

LONDON OFFICES: 6, Princes Street, E.C.2, 26, Haymarket, S.W.1.

TOTAL ASSETS $174,989,057.

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WILLIAM CARNEGIE, General Manager GEORGE A. HUNTER, Secretary. T. C. RIDDELL, Manager; DUGALD SMITH, Assistant Manager.

**The Agency of Colonial and Foreign Banks is undertaken, and the Acceptances of Customers residing in the Colonies domiciled in London retired on terms which will be furnished on application.**

# CANADIAN SECURITIES.

**Prices of Canadian Securities active in London during the week previous to going to press.**

### Government.

Alberta.—4½ p.c. Reg., 71; 4 p.c., 1922, 113½.

British Columbia.—3 p.c. Ins., 1941, 59.

Canada.—3½ p.c. Reg., 1909-34, 73¼; 3 p.c. Reg., 1938, 64¾; C.P.R. 3½ p.c., 1938, 68½; 3½ p.c. Reg., 1930-50, 62¼; 4 p.c. Stock, 1940-60, 72½; 3½ p.c., 1909-34, 74½; C.P.R. 3½ p.c., 1938, 68⅝; 4½ p.c., 1920-25, 90½.

Manitoba.—4 p.c. Reg., 1950, 75½.

Newfoundland.—4 p.c., 1935, 77½; 4 p.c., 1936, 71½; 3½ p.c., 1952, 62; 3½ p.c., 1941-7-8, 59¾.

Nova Scotia.—3½ p.c., 1954, 63¾; 4½ p.c., 1934-64, 72.

Ontario.—4½ p.c., 1945, 77½.

Quebec.—3 p.c., 1937, 61½; 4 p.c., 1928, 81.

Saskatchewan.—4 p.c. Reg., 1951, 73; 4½ p.c., 1954, 77; 5½ p.c., 1924-34, 92¾; 4 p.c., 1923, 127½.

### Municipal.

Calgary.—4½ p.c., 1930-42, 89¾; 5 p.c. Deb., 1933-44, 93.

Edmonton.—5 p.c., 1927-48, 70; 4½ p.c., 1930-51, 90½; 4½ p.c., 1932-52, 83; 5 p.c., 1923-33, 109; 5 p.c., 1923-53, 110; 5 p.c., 1953, 77.

Montreal.—3 p.c. Perm., 45½; 4 p.c., 1932, 75½; 3½ p.c., 1942, 60¼; 4 p.c., 1948-50, 63½; 4½ p.c., 1951-3, 68½; Maisonneuve 5 p.c., 1952-3, 90¼.

N. Vancouver.—4½ p.c., 1931, 86.

Point Grey.—5 p.c., 1953-62, 82.

Quebec.—4½ p.c., 1963, 80¼.

Regina.—5 p.c., 1943-63, 79½.

Saskatoon.—5 p.c., 1941-61, 72½.

S. Vancouver.—5 p.c., 1962, 65¼.

Toronto.—3½ p.c., 1929, 76½; 4 p.c., 1936, 71½; 4 p.c., 1944-8, 65; 4½ p.c., 1944-8, 72½.

Vancouver.—4½ p.c., 1953, 65½; 4½ p.c. Local, 1923-33, 98.

Winnipeg.—4 p.c., 1940, 76½; 4 p.c., 1940-60, 68¾; 4½ p.c., 1943-63, 77.

### Railways.

Algoma Cent. Termls.—27; Stamped, 22¾

Algoma Cent. & Hudson Bay.—11¼.

Atlantic & St. Lawrence.—6 p.c., 87½

Buffalo & Lake Huron.—5½ p.c. 1st Mort., 79½; 5½ p.c. 2nd Mort., 79½.

Canadian Northern.—Ont. 3½ p.c., 1938, 62½; 4 p.c. Perp., 52½; 3½ p.c. Dom., 1961, 61½; Pac. 4 p.c., 1950, 65½; Que. 4 p.c., 53

4 p.c., 1930, 93⅜; 4 p.c. Land, 100½; 4 p.c. Alberta, 64½; 4 p.c. Sask., 64½; 4 p.c., 1934, 80⅛; 5 p.c. Inc. Chrge., 36; 4 p.c. Manitoba, 88½; 5 p.c. Land, 91½, 4 p.c. Perp., 56½, 4 p.c. Gtd. Man., 102¾.

Can. Pacific.—165; 4 p.c. Pref., 62½; 4 p.c. Perp., 66⅜; Algoma, 78½; Spec. Inv. 6 p.c. 10-yr., 134.

Duluth Winnipeg.—4 p.c., 58½.

Grand Trunk Pacific.—Branch 4 p.c. Sask., 86½; Alberta, 86⅞; 3 p.c., 1962, 66¼; 4 p.c., 1955 A, 68; 4 p.c., 1955 B, 68½; Lake Superior 4 p.c., 69¼; 4 p.c. Debs., 49¼; 7-yr. 5 p.c. Notes, 1921, 97.

Grand Trunk.—4 p.c. Guar., 58; 5 p.c. 1st Pref., 40¾; 5 p.c. 2nd Pref., 29½; 4 p.c. 3rd Pref., 12⅜; Bourd. Cap. Perp., 72; Perp. 4 p.c., 61½; Gt. West. Bourd. 5 p.c. Perp., 71; 6 p.c. Notes, 5-yr., Jan., 99⅞; 6 p.c. Notes, 5-yr., Oct., 97½; West. 4 p.c. Dollar, 89¼.

New Brunswick.—Perp. 4 p.c., 60½.

Ont. & Que.—5 p.c. Perm., 74.

Pac. Gt. Eastern.—4½ p.c., 1942, 78½.

Que. & Lake St. John.—4 p.c., 54½.

Que. Central.—Cap., 71; 4 p.c., 58.

### Financial, Land.

Anglo-Can. Finance.—4/-.

Anglo-Newfoundland.—5 p.c. 1st Mort., 86½; 2nd Mort. Debs., 103¾.

Bk. of Montreal.—44.

Brit. Empire Trust.—5 p.c. Cum. Perp., 10/6.

Can. Land & Irrigation.—3/7.

Canada Co.—19/-.

Can. Bk. of Commerce.—40⅜.

Can. Northern Prairie.—30/3.

Hudson's Bay.—6 5/32; 5 p.c. Pref., 73/9.

San Antonio.—6 p.c., 32; Deposits, 33½.

Union Bk. of Can.—36.

Western Can. Land.—32.

### Electric Power and Traction.

Calgary Power.—5 p.c. Bds., 66½.

Can. Gen. Elect.—7 p.c. Pref., 103½.

Cedars Rapids.—5 p.c. Bds., 112.

Cities Service.—Con., 396.

Elect. Dev. of Ont.—5 p.c. Bds., 113.

Kaministiquia.—Cap., 109½; 5 p.c. Bds., 90¾.

Montreal St. Rly.—4½ p.c. 1922 (No. 1-4,600), 103½.

Shawinigan.—5 p.c. Bds., 125¾; S. F. G., 111

Toronto Power.—4½ Deb., 59½.

Brazil Traction.—Ord., 42½; 6 p.c., Pref., 80¾.

B.C. Elect.—Def. Ord., 58½; Pref. Ord., 57; 5 p.c. Cum. Perp. Pref., 59⅜; 4½ p.c. Perp. Deb., 56¼.

### Iron, Coal and Steel.

Algoma Steel.—5 p.c. Bds., 51¾.

Can. Collieries.—5 p.c. Bds., 17.

Can. Steel.—Bds., 92⅜.

Can. Vickers.—6 p.c. Debs., 89.

Dom. Steel.—62; 6 p.c. Pref., 71.

Dom. Iron and Steel.—5 p.c. Bds., 74½; 5 p.c. Bds., 1929, 93½.

Lake Superior.—5 p.c. Bds., 80½.

West Can. Coll.—6 p.c. Deb., 94.

### Mines.

Mining Corp. of Can.—7/6.

Mond Nickel.—43/6; 7 p.c. Non-Cum. Pref., 15/9; 5 p.c. Debs., 81.

### Miscellaneous.

Asbestos Corp. of Can.—101⅜; Pref., 106¾.

Bell's Utd. Asbestos.—28/-; 6 p.c. Pref., 16/-.

B.C. Breweries.—6 p.c. Bds., 91; Ord., 40/-.

Brit. Cont. Oil.—Com., 11/6; Pref., 12/-.

Can. Cement.—7 p.c. Pref., 106½; 6 p.c. Bds., 110⅜.

Can. Steamships (Voting).—66½.

Can. Car.—7 p.c. Cum. Pref., 92; 6 p.c Bds., 107½.

Can. Westn. Lumber.— 5 p.c. Debs., 61½; 5 p.c. Income Debs., 19; Com., 1/4½.

Cockshutt Plow.—7 p.c. Pref., 68; Com., 19.

Dom. Canners.—S. F. G. Bds., 107¾.

Furness Withy.—28/7½; 5 p.c. Pref., 7 1-16.

Imp. Tob. of Can.—Ord., 2os.; 6 p.c. Pref., 16/6.

Lake Superior.—6 p.c., 108½.

Marconi of Can.—8/6

Montreal Cotton.—5 p.c., 82.

Riordon Pulp.—7 p.c. Pref., 112.

Simpson (S.).—6 p.c. Cum. Pref., 80; 5 p.c. S. F. G., 80.

Spanish River.—7 p.c. Pref., 104.

Standard Chemical.—7 p.c. Pref., 35.

Western Can. Flour Mills.—6 p.c., 94.

* *

A grant has been made by the Canadian Advisory Council for Scientific and Industrial Research for an investigation on the treatment of the silver-lead-zinc ores of British Columbia.

# Canadian Finance.

*Weekly Reports from Our Own Correspondents.*

## THE LONDON MARKET.

**Stock Exchange Settling Days:—**

*Canada Account Day*, Wednesday, Dec 1

| *Ticket Day.* | *Pay Day.* |
|---|---|
| Tues., Dec 14 | Wed., Dec 15. |

THROGMORTON STREET, Tuesday

The Stock Exchange has not had at all a cheerful week. Fresh investment support for markets has been conspicuously absent, and speculative operations have also contracted, with the result that scattered forced liquidation on both home and foreign account has forced back values rather sharply in some directions. Domestic selling has resulted largely from the further slump in commodity values, while the money market is working on a distinctly narrow basis. Some favourable effect, which was produced by a growing belief in the abandonment of E.P.I.D. with the New Year, has more recently been counteracted by discussion of probable substitutes.

The foreign exchanges have again been unsettled, but are now more stable. Gilt-edged issues on the whole have shown fair resistance, but home rails have sagged steadily, and specialities among industrials have often been flat. Dollar securities, after some fluctuation, are weak in connection with the decline in the exchange value of the dollar. There was a sharp fall in Argentine rails at one time on forced liquidation, but the market is now showing more steadiness at the setback. The market for foreign loans has been weak in many directions. Paris having been unsettled by a failure and by dislike of the political developments in Greece. There has been a setback in gold mining shares in sympathy with the gold price. Oil shares have had another shakeout, and are much quieter. Rubber shares, after another fall with the staple, are now rather better.

Among Canadian securities business has been restricted, as elsewhere, and selling has often predominated.

Among the Gilt-edged issues of the Dominion the Fours are unchanged at 71½, but the 4½ per cents. have rallied 2 to 90. Municipal bonds have marked time.

In the railroad group Canadian Pacifics have weakened partly in sympathy with the dollar, and partly owing to the severe setback at Wall Street prior to the week-end. On balance the quotation is about 5 down at 165. There have been some gains of ¼ to ½ among Grand Trunk Preferences, and Grand Trunk Pacific 4 per cent. debentures at 50½ are 3 up; but Canadian Northern Incomes have fallen 2 to 36½.

Hudson's Bays, in the land group, have given way to 6¼.

As regards Industrials, Dominion Steels have held at 62½. Canadian Cars have fallen 5 to 37½, and the Pref. at 92½ is 7 down. Lake Superiors have not varied, but Canadian General Electrics at 107½ are 7 down. Canada Cements have given way 4½ to 63, and the Pref. at 108 is 3½ lower. Shawinigan Water has further declined 3 to 122½, and Spanish River Pulp Pref. 2 to 105½. Cockshutt Plow Pref. have marked lower at 98.

Mexican Traction issues have held their ground fairly well, though Mexico Trams Bonds at 43½ are 2½ lower. Brazil Tractions have fallen 2 to 12½. British Controlled Oilfield's issues have been heavy as a result of general condition.

Canadian silver mining shares have been all colour in sympathy with the white metal and Mining Corp of Canada at 7s 5d has lost the turn.

—* * —

## OUR MONTREAL LETTER.

MONTREAL, November 9

The slight relief afforded by the better tone on Friday and Saturday after the steady and general downward movement during the earlier part of the week, was of but short duration, as yesterday there was a more spectacular break in prices than ever. This was led by Atlantic Sugar, which lost 17½ points on the day's trading, and was fully shared in by the paper stocks as a group, Abitibi losing 8½, Brompton 6½, Laurentide 5½, Riordon Pref. 2, Spanish River Pref. 8, and Common 7, and Wayagamack 10½. This weakness of the paper stocks is especially curious in view of the recent semi official announcement that the price basis for export contracts to the U.S. during the first quarter of 1921 is to be fixed at from $130 to $140 per ton, which is some $30 or $40 higher than the contract price on which some of the big Canadian companies are now working. However, the break in prices did not merely affect certain groups, but was fairly general throughout the list.

Among the flour-milling shares, while Lake of the Woods stood firm, Ogilvie and Maple Leaf were traded in at prices respectively 47½ and 42 points below those at the last previous transactions, and St. Lawrence Flour dropped 5 points on the day's trading. Such well-known stocks as Canadian Cottons, Penmans and Asbestos all declined several points. Firm spots in Montreal were Cement and Canada Steamships, and in Toronto, where the break was equally severe, Can. Gen. Electric and Canadian Locomotive held firm, the latter even gaining slightly.

Still, though there was no panic, the slump was so severe that a committee of Montreal stockbrokers was appointed to interview leading bankers in regard to the position. As an outcome of these negotiations it is stated that while the banks will not countenance any excessive speculation, a reason-


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**Reserve Fund - £410,958 18 2**
**Assets under Administration £18,275,599 15 9.**

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Bankers:—
Bank of Scotland. Canadian Bank of Commerce.


[illegible] Board of Trade [illegible] for [illegible] market purposes [illegible] need of [illegible] public confidence. [illegible] movement as may be [illegible] cordially welcomed, as the [illegible] greatly interfered much [illegible] the circumstances of the moment [illegible] to [illegible] that though the [illegible] of [illegible] values and the [illegible] of [illegible] commercial conditions are [illegible] very important underlying factors. However current comment is to the effect that much stock have now been reduced of any inflation which may have characterised them during the period of optimism which closed about two months ago.

How severe the fall has been since then may be judged from the closing prices yesterday, which include Abitibi 55; Asbestos 85, Pref. 95; Atlantic Sugar 30, B.C. Fishing 40; Brompton, 60½; Cement 58; Can. Cottons 79; Steamships 55, Pref. 71; Smelters 21¾; Dom. Steel 49½, Pref. 93; Textile 115; Lake of the Woods 140; Laurentide 89; Maple Leaf Milling 137½; Montreal Cottons Pref. 94; Montreal Power 77 xd.; Nat. Breweries 54; Ogilvie 215; Penmans 106 xd.; Quebec Railway 22; Riordon 188 xd., Pref. 88; Shawinigan 100¼; Spanish River 86½, Pref. 89; Steel of Canada 61, Wayagamack 112

Among the bank stocks dealt in lately the tendency has been slightly upward. Merchants at 170 is slightly down from last week, but Montreal at 189½, Royal 264 and Union 143, are all either at or above their prices when I last wrote you. The War Loans have similarly been steady, the 1925 issue at 92¾, 1931 at 90½, and 1937 at 94¼ all show a fractional improvement since the end of October.

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## BANKERS' TRUST COMPANY IN LONDON.

We are informed by Lt.-Col. J. B. Donnelly, D.S.O., London manager of the Merchants Bank of Canada, that the Bankers' Trust Company, of Montreal, will shortly establish a branch at 53, Cornhill, London, E.C.3, under the management of Major H. W. Walker, M.C.

—* *—

**Anglo-Newfoundland Development Co.**—The Law Debenture Corporation, as registrars for 8 per cent. second mortgage debentures of this company, give notice that transfers should be lodged at the temporary office of the corporation, 26, Old Broad Street, London, E.C.2. Notice will be given when the debentures will be ready to be exchanged for letters of acceptance. On and after November 29 the office of the Law Debenture Corporation will be at 24, Old Broad Street, London, E.C.2.

**Royal Bank of Scotland.**—The net profit for the year ended October 9 amounted to £375,139 (against £325,805 in the previous year). It is proposed to pay a dividend at the rate of 20 per cent. per annum at Christmas and a bonus of 1 per cent., making 11 per cent. for the year (the same); written off expenditure on buildings and heritable property, £20,000 (the same); carried to pension reserve fund, £30,000 (the same); applied to investments account the balance of £171,139 (against £70,000). The amount added to rest last year was £51,805, making it £1,082,576, at which it remains.


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**Total Deposits (30th Sept. 1920) - $167,000,000.**

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W. A. McIntyre, *General Supervisor.*
Montreal Branch J. D. G. Kippen, *Manager.*

**Reserve Fund and Undivided Profits $8,660,774.**

**Total Assets (30th Sept. 1920) - $205,000,000.**

Special Department at Montreal gives manufacturers and merchants opening up in Canada all information regarding Water Power, Sites, Tariffs, etc.

399 BRANCHES IN CANADA. COMPLETE BANKING SERVICE OFFERED. INTEREST PAID ON SAVINGS BANK DEPOSITS

LONDON OFFICE: 53, CORNHILL. J. B. DONNELLY, D.S.O., Manager.

## INVESTMENT NOTES.

Since last week's *Canada* was published the bondholders' committee of the San Antonio Land and Irrigation Co. have issued a circular which gives some particulars of the offer to purchase the assets of the company, which form the security for the bonds. The offer, which is made by Mr. Stewart, of Kansas City, is to purchase these assets at the price of $5,000,000, this amount to be paid in cash by instalments extending over three years, with power to the purchaser to anticipate the instalments under discount. The contract, which the committee are advised is practically agreed to, but not yet signed, will provide for the deposit of approved securities by the purchaser with conditions, restrictions, and forfeiture clauses, in order to protect the interests of the bondholders. The committee are of the opinion that the proposed sale, under all the circumstances, is an advantageous one to the bondholders, and should be adopted without delay, so that the necessary consent of the Court in Texas may be obtained forthwith, in order to make the sale binding on all parties. It is with the object of avoiding delay, which the committee under present conditions consider dangerous, that the meeting has been convened before the contract and reports have reached England. The committee recommend for the adoption of the bondholders the terms of settlement of the litigation instituted by Mr. J. H. Dunn, as being the best arrangement for the termination of this litigation, which otherwise might have continued for a considerable time and delayed the realisation of the bondholders' security.

* * *

Probably the bondholders, many of whom, doubtless, will be glad to realise what they can from what they have long regarded as an unfortunate speculation, will accept, at their meeting on December 14, the recommendations of the committee, and the property, of which such glowing anticipations were once entertained, will pass from them into other and, let us hope, more fortunate hands. It consists of some 60,000 acres of land, stated to be very fertile, and the prospectus of the bond issue in 1911 included an estimate that when these lands were irrigated they would be readily saleable for at least $200 per acre. At this price the sale of little more than half the area would have redeemed the 6 per cent. bonds, leaving the shareholders possessed of a very valuable property with a large annual revenue from the irrigation contracts with those who purchased or rented the lands. About £1,600,000 was spent in constructing a great reservoir and a main canal for irrigation, but only a small portion of the land was sold, and in November, 1914, the company went into voluntary bankruptcy. In 1917 a judgment for foreclosure and sale of the property on behalf of the bondholders was obtained. Protracted efforts to accomplish this have now resulted in the offer of $5,000,000, which is to be submitted at the meeting on December 14. Of the total authorised issue of £1,600,000 1st mortgage bonds, £1,200,000 were issued in 1911, and the remaining £400,000, with £150,000 of 7 per cent. promissory notes, were issued in 1914, as security for loans, including interest account, as further security for which vendors' lien notes on land purchased, amounting, with accrued interest, to $96,311, were also pledged. It is this £150,000 of 7 per cent. notes which are held by Mr. J. H. Dunn, and which are now to be admitted to rank *pari passu* with the 6 per cent. bonds.

* * *

The purchase price, less prior charges and expenses, will thus be shared amongst £1,750,000 of bonds. We note that these deductions are estimated in some quarters at around $500,000, which would leave $4,500,000 as the amount to be shared. As this may be spread over three years it is impossible to estimate what it will represent in sterling. At the rate of exchange current at time of writing—about $3.50—it would represent £1,285,714. At the old par of exchange the figure would be rather over £925,000. It seems probable that in any case the eventual repayment will represent an amount well in excess of the market quotation for the bonds to-day.

* * *

The news just received in London that the Atlantic Sugar Refineries is unable to meet its obligations, and has submitted proposals with a view to surmounting its difficulties, comes as a great and most unpleasant surprise. It has been obvious that the company must suffer severely from the recent fall in value of raw sugar, and this has been reflected clearly of late in the slump in value of the companies' shares in Montreal, which had fallen on November 8 to 464, as compared with their high price of well over 150 last July. Still the company was believed, as a result of the recent prosperous years, to have put itself in a position to meet changing conditions with tolerable equanimity. It will be remembered that one result of its operations during the year to the end of last April was a profit of $1,100,000 from advantageous sales of raw sugar, which amount was set aside as a contingent reserve against possible loss on future purchases of raw material. The confidence of the directors at that time was evidenced by their declaration of payment in full in cash of preference dividend arrears, and of an initial dividend at the rate of 10 per cent. per annum on the Common stock of the company. After paying Preferred dividends the company showed at April 30 a total profit and loss surplus of $1,106,362. The news now received is to the effect that the company's proposals provide for the payment of 5c. per lb. on sugar contracts, plus 25 per cent. of the difference between 5c. per lb. and the contract price, the balance to be paid within one year. The contract price payable by the company is stated to be about 18c. per lb.

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### CANADA'S FINANCIAL POSITION.

Mr. C. A. Bogert, President of the Canadian Bankers' Association and general manager of the Dominion Bank, addressing the annual meeting of the former body, said that Canada, through the great resources and steadily increasing volume of products, should recover from the effects of the war more quickly than almost any other country.

He quoted figures showing that, while between December 31, 1918, and the end of August, 1920, Canada's note issue had decreased by nearly $2,000,000, that of Great Britain had increased by $150,000,000, and that of the United States by $250,000,000. He said many commercial adjustments would have to be made, and that those engaged in lines of business holding merchandise which was depreciating in value through falling prices would have to draw on profits and reserves. He believed, however, that the majority of merchants had accumulated sufficient surpluses to provide for such contingencies.

—* *—

### COL. MORDEN ON "E.P.D."

Col. Grant Morden, M.P. for Brentford, made his maiden speech at Westminster last week, during the debate on the Unemployment (Relief Works) Bill.

Dealing with the chief and immediate contributing causes of unemployment, Col. Grant Morden said he must lay a large part of the blame at the door of the Chancellor of the Exchequer, because of the imposition of the Excess Profits Duty, which has had a direct bearing on unemployment in this country. The E.P.D. tax had not only stopped the expansion of industry, but had caused great contraction, as industrial interests were not prepared to take great trade risks and at the same time give the bulk of their profits, if they made any, to the Government. It had prevented capital from going into industry, and perhaps the most serious point of all was the fact that it had checked economy in production, which was vitally important to the success of any industry. The tax was the most pernicious that had ever been levied on the industrial and commercial classes of the country.

Another cause of unemployment, again attributable to the Chancellor of the Exchequer, was "dear money." It was fatal to the expansion of trade and commerce, and yet to-day we had a 7 per cent. bank rate, for which the Treasury was responsible. It was an artificial rate, and money was being freely loaned in Lombard Street at 5 per cent. Treasury officials lived in watertight compartments. They were like moles and could not see outside. They only considered the nation's finances from the standpoint of their own receipts and disbursements. We had to-day probably the highest transport rates of any country in the world, which naturally increased our cost of production.

After expressing his greatest belief and confidence in the stability, loyalty and skill of the British working classes, Col. Grant Morden said the employer to-day had every desire and intention of giving Labour a fair deal. All the employers asked was that Labour should give them and the country a fair deal. Payment by results was the only economical system that could succeed. An employer could no more afford to pay Labour more than Labour economically produced than a merchant could sell goods under cost. In the British Empire we had the greatest natural resources in the world. With a banker or a business man at the Treasury to ensure sound financial measures which would give encouragement to industry and commerce, with Labour doing their fair share, with Government control of all kind abolished, there should be no need for such Bills as the one before the House, for there would be profitable employment for all. We should be able to pay off our war debts and eliminate the crushing taxation which was breaking the backs of our people at the present time.

—* *—

As a result of a campaign conducted by Canadian emigration representatives in Wales with a view to obtaining 500 miners for Nova Scotia, a batch of 50 (40 from Wrexham and 10 from Chirk) will sail for Canada by the *Megantic* next week. They are all ex-Service men, entitled to a free passage.

The manager of the Port Arthur branch of the Bank of Nova Scotia was fined $8,580 in the Police Court for having in his possession 362 beaver pelts and 262 muskrat skins without the necessary Government coupons attached. The pelts were also ordered to be confiscated. The furs had been taken as security for a loan, and were seized by provincial officers. Appeal is being made.

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212 **BRANCHES THROUGHOUT THE DOMINION OF CANADA.**

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**A form for subscription to "Canada" appears on page iv., and particulars of advt. rates are given on page iii.**

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| **Subscribed Capital** ... ... ... | **£3,000,000** |
| **Paid-up Capital** ... ... ... | **£900,000** |
| **Reserve Fund** ... ... ... | **£400,000** |

Head Office: 29, GRACECHURCH STREET, E.C.3.

Branches in Liverpool, Manchester, Hull, New York, West Indies and West Africa.

**Shipments of Produce financed.**

# THE BANK OF NOVA SCOTIA.

**Established 1832.**

GENERAL OFFICE, TORONTO, CANADA.

| | |
|---|---|
| **CAPITAL** ... ... ... | **$9,700,000** |
| **RESERVE FUND** ... ... | **$18,000,000** |
| **TOTAL ASSETS** ... ... | **$240,000,000** |

Special facilities are available to the public through the branches of this Bank for the transaction of business with Canada, Newfoundland, Cuba, Porto Rico, Dominican Republic, Jamaica, and the United States at Boston, Chicago, and New York.

**329 BRANCHES IN ALL.**

**LONDON BRANCH, 55, OLD BROAD STREET, E.C.2.** E. C. MACLEOD, Manager.

In connection with export trade matters, "Canada's" Trade Enquiry Department will be pleased to furnish, as far as possible, information [illegible] manufacturers. This department is in touch with the buying community, and is in a position to render service on points [illegible] many Dominion producers. Communications, which will be treated in confidence, should be marked "Trade

# BANKING AND FINANCE.

**The *Times* on the Canadian Embargo Boomerang.**

In our last issue we dealt at length with the inability of financial and economic writers in this country to grasp the policy of the Canadian Minister of Finance in regard to the embargo on the sale of foreign-held Canadian securities to Canadian investors. The growing criticism in this country of Sir Henry Drayton's policy, which has been duly chronicled in *Canada*, deserves the most careful attention of publicists in the Dominion, where apparently the slow movement in the disposal of Canada's fine crop is arousing much concern. A little belatedly, perhaps, the *Times* has during the past few days devoted considerable attention to the subject, following up a communication from a special correspondent on the position arising out of the small shipments of wheat from Canada by a trenchant condemnation "of the short-sighted policy of the Dominion Government in establishing an embargo on the import of Canadian securities." It points out that "at the best it was inevitable that the prevailing high prices and the penalty imposed by low exchanges would make Europe's task in buying food and raw materials from the New World this season a difficult one. The Dominion Government, however," it adds, "by its action . . . has put a new obstacle in our way as buyers which is now recoiling unpleasantly on those responsible." It also alludes very pregnantly to the effect the present absence of demand for Canadian wheat is having on the banks, "who are known to have advanced as usual much money on the crops, and now find their cash tied up indefinitely. Thus the stoppage of importations of Canadian securities, one of the avowed objects of which was to assist the domestic financial situation during the crop-moving season, is now instead adding to its discomfiture." Platitudinal as it may sound, it is none the less true that arbitrary interference with the working of natural economic forces is a dangerous business, and we might add especially so at the present juncture, when Europe is suffering from an unparelleled dislocation of the exchanges which places her at a serious disadvantage in dealing with North America.

* * *

**Two More War Regulations Gone.**

Slowly the Stock Exchange is being emancipated from the regulations imposed upon it in the early days of the war. It is stated that Temporary Regulation 8, which prohibits "arbitrage dealings" is to be repealed, and also, we understand, Regulation 12, which applies to the "enemy" declaration form known as the "yellow form." Whilst at the moment arbitrage dealings with Canada are, of course, tabooed by the restrictions imposed by the Canadian Government—and which, as we have repeatedly shown, have been largely ineffective—it will be some relief to the Anglo-Canadian financial community to know that when the latter has been removed —Sir Henry Drayton hinted recently that this might be at quite an early date—market operations between this country and the Dominion will be no longer hampered by the regulation which has applied to arbitrage dealings between the London and other financial centres. In pre-war days arbitrage dealings constituted a very important proportion of the business of the Stock Exchange, and, as a financial commentator remarks in noting this decision, "any reversion by degrees to pre-war conditions is welcome."

* * *

**An Ambitious Canadian Industrial Undertaking.**

By cable this week comes the important statement from Vancouver that the Coast Range Steel Corporation has been formed with a capital of $15,000,000, and that it is backed by strong financial interests in this country. Its *raison d'être* is the installation of blast furnaces and the creation of an iron and steel plant with a daily capacity of 1,000 tons of pig-iron. It is stated that the necessary steps have been taken to secure full advantage of the bounty of $3 per ton of pig-iron produced from local ores. According to the information to hand, this new Canadian industrial undertaking has associated with it "powerful coal interests in the State of Washington, supported by a strong Western financial group." It is considered that this development is of the highest Imperial importance, and that it will "ultimately enable a British concern to compete throughout Western America with the products of the United States Steel Corporation." We understand that engineers representing British interests are now on the ground, and the next step in the programme of this ambitious undertaking will, of course, depend on their report, which it is expected will be submitted at an early date.

——* *——

Col. H. C. Osborne has been appointed secretary of the Canadian section of the War Graves Commission, and will have charge of the work in Canada.

Mr. P. E. Corbett, M.C., who has been elected a Fellow of All Souls', Oxford, is a native of Qu'Appelle, Sask., and graduated from McGill University in 1913, being chosen Rhodes Scholar from the Province of Quebec in 1915.

## BANK OF MONTREAL'S RECORD YEAR.

### Ability to Help Canada's Growing Trade.

The following cable has been received from Montreal: [illegible] the Bank of Montreal [illegible] was conditioned to care for the growing trade of the country is shown by the annual statement for the fiscal year ended October 30. The report makes it appearance at a time when it will be [illegible] examined. Everyone is desirous of obtaining knowledge of the Canadian banking situation at a period when difficulties of readjustment are testing the industrial and commercial strength of the country.

It will be of special interest to note that the Bank of Montreal even in the difficult and onerous conditions caused by the war was looking well ahead towards the period of reconstruction, and it inevitably follows as a result that the bank has been able to take care of a large proportion of the expanding trade and commerce of the country, and reports that the total current loans is $223,495,172, against $164,182,581 last year, a gain of close on $60,000,000. The total loan accounts amount to $256,500,000, compared with $195,727,857 a year ago.

On the other hand, there has been a steady reduction in special Government business undertaken during the war, and holdings of Dominion and Provincial Government securities are now reduced to $14,863,954 from $63,984,255. During the year the bank made a further issue of stock, and both capital and reserve have been increased to $22,000,000 each, compared with $20,000,000 each at end of previous year. In consequence of expansion enjoyed during the year, the total assets of the bank now amount to $560,150,182, compared with $545,304,809.

The profit and loss statement shows the largest profits made in the history of the bank, the net earnings for the year having amounted to $4,033,995, compared with $3,814,227 for the previous year. The bank distributed $2,960,000 in regular dividends and bonus of 2 per cent.; $2,000,000 were placed to credit of rest account, leaving the amount carried forward at $1,251,850.

The report is regarded in banking circles as most encouraging, as it shows the bank's ability to help the country through the period of marked industrial readjustment.

* *

## BRITISH MANUFACTURERS AND PREFERENCE.

### Sir Henry Drayton Counters with Canad an Cattle and Bacon.

A deputation representing 1,000 English manufacturers appeared last week before the Tariff Committee at Montreal. They asked (says the Toronto correspondent of the *Times*) for an increase of preference on dutiable goods, and a revenue duty on goods now admitted free from all countries, except on those from British countries. They called special attention to aniline dyes, which are now free, aluminium, paint, firebrick of a class not made in Canada, tinfoil, and biscuits. The deputation pointed out that the United Kingdom is Canada's best customer, and is taking between 40 and 50 per cent. of her exports, but selling here only 20 per cent. of her imports.

Sir Henry Drayton, the Minister of Finance, said to the deputation:—"Can we not form ourselves into a great co-operative company? You want these disadvantages removed; could we not induce you to use your influence to find out why the embargo is still maintained against our cattle on the ground that there is foot-and-mouth disease in Canada, although such a thing has been unknown for the whole of the 32 years of embargo? You might also let them know in England that Canadian farmers are disturbed over the way in which the control of bacon is militating against their hogs just now."

Mr. Weller, the president of the Montreal Branch of the Canadian Association of British Manufacturers, agreed to convey Sir Henry Drayton's representations to their principals and associates in Great Britain.

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### "THE 100 BEST INVESTMENTS."

The British, Foreign and Colonial Corporation, Ltd., 57, Bishopsgate, London, E.C.2, has just published the quarterly supplement of "The 100 Best Investments," price 1s. (post free), thus bringing that annual standard work of reference up to date. Besides the usual features, the work contains an informative article entitled "The Investment Outlook," which deals fully with present conditions and the course to be adopted by the prudent investor. The volume also includes a number of useful tables and hints of value to all concerned with the remunerative employment of money. It is arranged in convenient form, the securities being set out alphabetically and also in order of yield.

* *

The Toronto correspondent of the *Times* reports that Winnipeg Labour forces, which seemed likely to elect half the members of the City Council in the municipal contest, have been divided and disorganised by the refusal of the One Big Union to endorse the Labour candidates whose sympathies are with the Dominion Trades and Labour Congress.

# ANSWERS TO CORRESPONDENTS.

*N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.*

*Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.*

*Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.*

*Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.*

W. D. (Wolverhampton).—The completion of the power line from Bonnington Falls and of the railway line from Princeton to Copper Mountain enabled the Canadian Copper Corporation to commence shipments about the middle of October. It is expected that before long the output from the mines will be at the rate of 2,000 tons daily.

BILLINGSGATE.—Nearly all the oysters obtained in Canada come from the Atlantic seaboard. British Columbia produces, in somewhat limited quantities, a native oyster that is inferior in size and quality to that of the East. The three Provinces that produce practically all the Canadian oysters are Nova Scotia, Prince Edward Island, and New Brunswick.

H. L. T. (Glasgow).—The company is earning and paying its bond interest regularly, and seems likely to continue doing so, but the net earnings after payment of interest have never yet warranted payment of dividends on the ordinary stock. We do not know of any market for the stock, and, though there seems no early probability of any considerable increase in the company's earning power, we think your only course will be to hold the stock and await what may occur.

EDUCATION.—Schools for rural leadership have been carried on at several of the colleges in Canada for a number of years. The attendance has been composed largely of clergymen of Protestant churches occupying rural charges. The courses are intended to familiarise ministers with agricultural methods, and otherwise to fit them to be of more practical assistance to the farming community, and to take a leading part in the upbuilding of the rural community. These schools were held this year at Macdonald College (St. Anne de Bellevue, P.Q.), at the Ontario Agricultural College (Guelph), and at the Manitoba Agricultural College (Winnipeg).

INFORMATION (Bristol).—We should think the shares are worth holding. Of course all such shares are essentially speculative until the company's properties are definitely proved, developed, and are producing. In this case considerable confidence seems to be founded on the wide distribution of the company's interests and the engineers' reports of the probable value of the properties. We do not know of any special reason for the recent recession in price of the shares, and believe that this is due to the general causes which have conduced to reduce security values generally. We regard the shares as a speculation which may, or may not, prove to be a very good thing.

HOLDER.—We are informed that the position as regards this property remains just the same as it has been since 1914, viz., that while there has been no favourable opportunity for its sale it is carrying itself without expense to its proprietors who await the future with a good deal of confidence. Recent correspondence indicates considerable confidence in Edmonton that developments in the northern country—not overlooking the oil possibilities—will lead to a big increase in the city's population and business. For this reason it is hoped that the property in question may within a year or two be saleable at around the valuation which was formerly placed upon it. As to this we can express no opinion, and obviously the only thing to be done is to "wait and see." Meanwhile if you will remind us from time to time we will keep you advised as to the situation.

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Mr. P. E. Reed, the Dairy Commissioner of Saskatchewan, who has just completed a tour of the dairy districts of the Province, is much impressed by the success of the sunflower crop which many farmers planted for silage purposes this year.

## RAILWAY EARNINGS (Gross).

**For Seven Days Ended November 14.**

Canadian Northern, — $1,724,500; inc. $522,100.

Canadian Pacific, — $5,677,000; inc. $1,594,000.

Grand Trunk.—£382,186; inc., £76,285.

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## NATURAL GAS AND OIL IN THE WEST.

By virtue of an Order-in-Council recently passed at Ottawa, permission is given for the prospecting and development of natural gas and petroleum on Dominion forest reserves in the West, subject to certain regulations. The order sets forth that requests have been made to the Interior Department that the petroleum and natural gas regulations, applicable to Dominion lands, should be extended to the forest reserves, in order that an opportunity be given to test the lands with a view of discovery, and representations have been made that, from surface indications, these lands may contain a commercial supply of oil. It would, therefore, appear to be advisable in the public interest, says the Order, that persons desiring to do so be permitted to prospect for oil and natural gas in at least a portion of these reserves, since the discovery of these products would be of great public benefit, and would also materially enhance the value of portions of the reserves retained by the Crown. The new regulations come into force on December 6.

Another Order-in-Council provides that, for a period of five years after the date upon which the Minister of the Interior decides that oil in commercial quantities has been discovered on Crown lands acquired under regulations governing these lands, the royalty to be collected by the Crown shall not exceed 5 per cent. of the output of the well or sale of the products of the location, nor be less than 2½ per cent., and for the following five years it shall not be more than 10 per cent. nor less than 5 per cent. Thereafter it shall be 10 per cent.

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## CONCERTS.

Joseph Salmon, of Paris, was to give a second violoncello recital at the Wigmore Hall, on Thursday, at 3 p.m., with Harold Craston at the piano.

Ethel Walker is to give a pianoforte recital at the Æolian Hall, on Friday, December 10, at 8.15. She will be assisted by the Vickers Westminster Orchestra (conductor, Maurice Tomlinson), and by Reginald Yates (singer).

Vivian Langrish is to give a pianoforte recital at the Wigmore Hall on Tuesday, December 14, at 5.30 p.m.

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Messrs. John I. Thornycroft & Co., Ltd., launched on November 16 at their Woolston Shipyard, Southampton, their third cargo steamer within the past few weeks. This was the s.s. *Ville de Dannemarie*, to the order of Le Groupement Industriel de Charbons et de Transports, Rouen. Her principal dimensions are:—Length (b.p.), 240 ft.; breadth (moulded), 36 ft.; depth (moulded), 18 ft. 6 in.; draught, 16 ft. 9 in.; and her tonnage (d.w.), about 2,000.

## ENQUIRY COUPON.

**"CANADA," No. 777. November 27, 1920.**

**This coupon must be cut out and enclosed with all letters of enquiry except those from annual subscribers.**

# CLASSIFIED ADVERTISEMENTS.

*Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.*


### CANADIAN READY-MADE FARMS.

A UNIQUE settlement offer is made to 100 approved applicants to purchase Stock, Fruit and Tobacco Farms on our extensive estate in Norfolk County, Province of Ontario, situated within 100 miles of the large centres of Toronto, Hamilton, Brantford, and Niagara Falls. The farms are absolutely Freehold, with entry 1st April, 1921. Good houses, buildings, roads, railways, markets, schools, natural gas and telephone. Free, healthy and independent life, no strikes, no irritating taxation.

Beautiful country on North side of Lake Erie.

Prices £500 to £2,000, according to size and situation.

Free ocean passage to ex-Service men. Applicants must state qualifications and capital available, when illustrated Descriptive Catalogue will be mailed, together with copies of letters from European settlers who bought on our estate in 1920.—Capt. C. W. Wilson, Grand Trunk Railway Building, 17-19, Cockspur Street, London.

### FOR SALE.

FOR SALE.—Exceptionally fine Farm of 500 acres on Kaministiquia River, near Fort William, Ontario. Thoroughly improved, large area under cultivation, fully equipped with buildings, farm machinery, and live-stock, including pure-bred cattle. Buildings include fully modern, 12-room dwelling, hot and cold water, three bath rooms; suitable for experimental or high-class dairy, or stock-breeding farm, or private estate or country club.—For full particulars write Box 548, *Canada* Office, Craven House, 113, Kingsway, London, W.C.2.

### A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Office in Montreal or London, England.

### BARRISTERS, SOLICITORS, &c.

**OTTAWA—**

POWELL, SNOWDON & BISHOP, Solicitors, &c., 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

*Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.*

### CHARTERED ACCOUNTANTS.

**TORONTO, ONT.—**

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees, Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

## Manufacturers' Directory and Buyers' Guide.

**Nickel Silver and Brass Mills—**

BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allenall," Birmingham, England.

**Weldless Steel Tubes—**

TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles.

**Zinc White Manufacturers—**

ORRS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A., "Orr, Widnes."


**Dominion Bank (Canada).**—The London branch announces that the usual quarterly dividend at the rate of 12 per cent. per annum has been declared, payable on January 1 next, and that, in addition, a bonus of 1 per cent. is being paid on the same date.

## CANADIAN GOVERNMENT Trade Commissioners & COMMERCIAL AGENTS.

*For Commercial and other information relating to Canada, application may be made to :—*

**Argentine Republic.**

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

**Australia.**

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

**Brazil.**

E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

**British West Indies.**

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

**China.**

J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Cancoma.*

**Cuba.**

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

**France.**

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

**Belgium.**

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels.

**Holland.**

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam.

**India.**

H. R. Poussette, Canadian Government Trade Commissioner, c/o H.M. Trade Commissioner, 6, Royal Exchange Place, Calcutta.

**Italy.**

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

**Japan.**

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office, 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

**Newfoundland.**

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water Street, St. John's. *Cable Address, Canadian.*

**New Zealand.**

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

**South Africa.**

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

**South-Eastern Europe.**

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

**United Kingdom.**

High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone: Victoria 8350.

Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

**CANADIAN COMMERCIAL AGENTS.**

**Australia.**

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

**British West Indies.**

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

**Norway and Denmark.**

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

## AGENCIES WANTED FOR CANADIAN GOODS.

Canadian manufacturers and exporters desiring to appoint agents for the sale of Canadian goods in England, or in any part of the world, are invited to communicate with the Business Enquiries Department of the *Canadian Export Pioneer*. This journal, published monthly in London by the proprietors of *Canada*, solely for the purpose of extending Canadian trade among importers and wholesale merchants in Oversea markets, has extensive connections among English, Overseas and foreign buyers, and receives a constant stream of enquiries for agencies for Canadian productions, which are far more numerous in many lines of trade than the enquiries from Canadian firms seeking oversea agents. The *Pioneer* is, therefore, glad to take note of the wants of any Canadian manufacturer or exporting house regarding Oversea representation, with a view to introductions to its readers abroad, as opportunity arises. In addition to the journal's work by private correspondence, "Business Enquiries" are a regular and important feature of the *Canadian Export Pioneer*, which is open free of charge to subscribers and advertisers for the publication of agency enquiries.

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## FLAX AND HEMP FOR EXPORT.

Steps are being taken in Winnipeg to form a company to promote the growing of flax and hemp for export to Great Britain and elsewhere.

Farmers are to be encouraged to grow a crop of flax to prepare the ground for wheat. They will be paid $75 per acre for the fibre produced, and the crop of flax will clean the land of weeds.

Mr. W. Scott, managing director of Hanson, Scott & Co., of Stockport, is taking an active part in the project.

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## LIVE STOCK IN CANADA.

A return issued at Ottawa gives the total number of horses in Canada on June 15 last as 3,400,352, against 3,667,369 last year; mules, 9,055, against 15,102; cattle, 9,477,380, against 10,084,011; sheep, 3,720,783, against 3,421,958; swine, 3,516,678, against 4,040,070; poultry, 30,505,819, against 34,645,238.

Except in Prince Edward Island, cattle show a general decrease, and the same is true of horses in all Provinces, except Prince Edward Island and British Columbia.

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The crop of leaf tobacco grown in Essex and Kent Counties, Ontario, this season is estimated to aggregate 25,000,000 lb. With a view to placing it on the English market a dryer, or rehandling plant, is contemplated at Kingsville, Ont. A large amount of stock is being subscribed in the Tobacco Growers' Co-operative Company, which is in charge of the matter.

## MINERALS IN NEWFOUNDLAND.

The report of the specialist appointed by the Newfoundland Government to enquire into the mineral wealth of the island confirms the existence of valuable metalliferous deposits.

Considerable importance is attached to the molybdenite deposits on the coast, which at present are practically unworked. There appears to be abundance of copper ore in the island, and it is stated that the Little Bay mine promises to be "one of the biggest copper-producing mines on the Western Continent." Lead ore is also present in quantities, and though the deposits are as yet almost untouched, the Government analysis shows that these are rich in lead and silver, with traces of gold. Chrome ore is also found in quantities, running to 55 per cent. chrome oxide. Manganese is present in considerable quantities near Concepcion Bay, and the great manganese belt near Placentia is from 200 to 300 miles in extent.

Of the known extensive deposits of magnetite, limonite and hematite, only those on Bell Island have as yet been really developed. It is estimated that these latter should yield upwards of 3,000 million tons of ore. There are other large deposits of these ores in the Bay de Verde district, and regarding these the report states that the "district is impregnated with iron ore, evidences of which are everywhere apparent."

Of the three distinct carboniferous areas those near St. George Bay and in the great Humber Valley are specially mentioned, and the estimate is that the Newfoundland coalfields, properly worked, should yield about 500 million tons. Slate, suitable for quarrying for building and electrical purposes, abounds, and this branch of industry is said to be capable of considerable development.

It is said that if new mines are opened in the island no transport difficulties are likely to arise, as the railway system includes over 1,000 miles of narrow gauge line, and by this and the fleet of subsidised steamers all important ports and harbours on the coast, the south part of which is open throughout the year, are easily accessible.

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## CARDIFF AS AN INDUSTRIAL CENTRE.

"Cardiff, a Commercial and Industrial Centre," is the title of a creditably produced illustrated handbook issued under the auspices of the Development Committee of the City Council and under the editorship of D. Willson Lloyd, B.A., F.S.S. Its object is to show how advantageously Cardiff is situated in regard to industrial and commercial development, and its claims in the direction of providing sites for works. It has the double benefit of being on the fringe of the coalfields and at the entrance of the Bristol Channel. Over 50 distinct trades are carried on in Cardiff and district, and it is claimed that the close proximity of firms trading with each other gives a great economical advantage in the case of both import and export trades.

A copy of the guide will be sent, post free, to any manufacturer or trader, on application to the Development Agent, City Hall, Cardiff.

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**Trust and Loan of Canada.**—The directors recommend a dividend at the rate of 5 per cent. per annum, free of tax, for the six months ended September 20.

**National Bank of Scotland.**—The directors have declared from the profits of the year ended November 1 a dividend at the rate of 16 per cent., less tax, being the same as for the preceding twelve months.

**Western Canada Flour Mills.** — The profit for the year ended August 31 was $414,724, making, with $462,865 brought forward, $877,589, out of which a dividend of 10 per cent. has been paid, carrying $548,335 forward.

**Province of Nova Scotia.** — The National Provincial and Union Bank of England notifies that to prepare dividends due January 1, 1921, on the Province of Nova Scotia 3 per Cent. and 3½ per Cent. Stocks, the balances of the several accounts will be struck at the close of December 1, after which date the stocks will be transferable ex dividend.

## CANADIAN REPRESENTATIVES IN LONDON.

**Dominion of Canada.**

*High Commissioner's Offices.*—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir George H. Perley, K.C.M.G. Secretary, Mr. W. L. Griffith. (Telephone: Victoria 8350.)

*Emigration Office.*—Superintendent of Emigration, Lieut.-Col. J. Obed Smith, 11-12-13, Charing Cross, S.W.1. (Telephone: Victoria 285.)

**Province of British Columbia.**

*Agent-General.*—Mr. F. C. Wade, K.C., British Columbia House, 1-3, Regent Street, S.W.1. (Telephone: Regent 266.)

**Province of Nova Scotia.**

*Agent-General.*—Mr. John Howard, 57, Pall Mall, S.W.1. (Telephone: Regent 299.)

**Province of Ontario.**

*Agent-General.*—Mr. George C. Creelman, LL.D., 163, Strand, W.C.2. (Telephone: Central 6427, 6428.)

**Province of Quebec.**

*Agent-General.*—Lieut.-Col. P. Pelletier, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 5612.)

**NEWFOUNDLAND.**

*High Commissioner.*—The Hon. Sir Edgar R. Bowring, 58, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

## CANADIANS IN LONDON

**Arranged Alphabetically.**

A

Anscomb, H., Victoria—Hans Crescent Hotel, S.W.

B

Bartram, V. G., Montreal—1, Tudor Street, E.C.4.
Beauharnan-Kotchonbey, Prince E., Victoria—59, Gloucester Place, W.
Brebner, Mary R., Toronto—"Glenroyde," Wilner Road, Kingston-on-Thames.
Brown, Stanley McKeown, and Mrs., Toronto—Carlton Hotel.

C

Collens, Mrs. C. E., Port Dalhousie—Pembridge Gardens Hotel, Notting Hill Gate.
Cox, W. Machell, Naramata, B.C.—13, Longton Avenue, S.E.26.

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In the centre of all Theatres.
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**7/6**

Curry, Dr. M. A., and Mrs., Halifax—Epsom.

G

Ganoreau, Lt. J. M. (R.C.N.), Ottawa—Admiralty, Whitehall.

H

Halford, H. J., Hamilton—Waldorf Hotel.
Harbord, M., Watrous—Melrose, Ruislip.
Hopkins, William, Mrs., and Hortense, Saskatoon—Queen's Hotel, Upper Norwood.
Horton, C. G., St. Catharines, Ont.—Hotel Victoria.
Howland, George W., and Mrs., Toronto—Hans Crescent Hotel.

J

Johnstone, Miss E. G., Montreal—48, Ennismore Gardens, S.W.

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K

Kerry, The Misses, Toronto—Ivanhoe Hotel.
Kirkwood, Helen C., Windsor, Ont.—35, Ashford Road, Cricklewood.

L

La Haie, Eustace, Sherbrooke—Beaulieu, Hants.

Mac.-Mc.

McDonald, J. A., Quebec—159, Kennington Park Road.
McKinnon, R. A., St. Catharines, Ont.—Hotel Victoria.

M

Moodie, A. L., Montreal—Marble Arch Hotel.
Muir, William C., Port Dalhousie—St. James' Chambers, 2, Ryder Street.
Muir, Miss J. F., Port Dalhousie—Pembridge Gardens Hotel, Notting Hill Gate.

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N

Nelles, Lt. Percy W. (R.C.N.), Ottawa—Admiralty, Whitehall.
Nutter, A. G., Montreal—1, Tudor Street, E.C.4.

R

Rhodes, G., Edmonton—221, Hammersmith Road, W.
Robb, Thomas, Montreal—Hotel Victoria.
Ryley, C. J., Toronto and Yukon—care of Crown Agents for the Colonies.

S

Smith, Mrs. Elliott, Wolfville, N.S.—Strand Palace Hotel.

T

Turnbull, J. H. Glen, Medicine Hat—11, Guilford Street, W.C.1.
Turnbull, T. G. Creighton, Medicine Hat—Wilton Hotel, S.W.1.

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W

Wallace, S. W., Gardenvale, P.Q.—Weymouth Court, W.
Walter, E., Salt Spring Island, B.C.—care of Capt. Lowther, Hamoton Park, Redlands, Bristol.
Waugh, R. Douglas, Winnipeg—Hotel Washington.
Williams, Harry W., Montreal — Hotel Victoria.

—* *—

## "MELITA" SAILS FOR ST. JOHN.

The C.P.O.S. liner *Melita*, which left Liverpool on Tuesday, is the first sailing from Liverpool to St. John, N.B. The liner carried a full complement of cabin passengers. An amusing coincidence noticed was that three lady passengers, whose surnames were

**LADIES' HAND BAGS** in Great Variety.
**GENTS' LETTER WALLETS, WRITING CASES, DRESSING CASES, etc.**
Fancy Articles of Every Description.
**T. HOUGHTON, Ltd.,** Leather Goods and Cutlery Specialists.
76, OXFORD STREET, LONDON, W.

Rainey, Day and Knight, had been berthed together in a state room.

—* *—

Bt.-Major Gerald L. Thompson, 3rd Bn. Argyll and Sutherland Highlanders (late Tank Corps) has joined the London staff of Messrs. Hiram Walker & Sons, Ltd. ("Canadian Club" whisky).

The Dominion Steel Company has answered the ultimatum of 125 railroad employees for the settlement of the wage dispute by suspending all work and banking the fires of the blast furnaces (says Reuter's correspondent at Sydney, N.S.). Four thousand labourers are thus thrown out of work.

**AMERICAN PLATELESS DENTISTRY.**
Highly Recommended by the Profession.
**Mr. G. MURRAY BARKER,**
10, Duke St., Manchester Square
(nr. Selfridges). W.1. *Tel. Mayfair 1959.*

## STEAMSHIP SAILINGS.

**C.P.O.S.**

*Liverpool to St. John.*

Wednesday, December 1.—**Empress of Britain.*
Tuesday, December 7.—†*Victorian.*
Wednesday, December 15.—**Empress of France.*
Sunday, December 19.—†*Metagama.*
Friday, December 31.—*Empress of Britain.*
Thursday, January 6.—†*Minnedosa.*
Friday, January 14.—*Victorian.*
Saturday, January 22.—*Metagama.*

*Three-class steamers. †Via Havre.

*Glasgow to St. John.*

Saturday, December 18.—*Pretorian.*
Saturday, January 29.—*Pretorian.*

*London to St. John viâ Havre.*

Thursday, December 16.—*Grampian.*
Wednesday, January 17.—*Corsican.*
Wednesday, January 26.—*Grampian.*

*Antwerp to St. John.*

Thursday, December 2.—*Scotian.*
Thursday, December 16.—*Sicilian.*

**Cunard Steamship Co.**

*Liverpool to Halifax or New York.*

Saturday, December 4.—*K. A. Victoria.*
Saturday, December 11.—*Carmania.*
Saturday, January 1.—*K. A. Victoria.*
Saturday, January 8.—*Carmania.*

*Southampton to New York.*

Saturday, December 4.—*Aquitania.*
Saturday, December 11.—*Imperator.*
Saturday, January 8.—*Imperator.*
Saturday, January 15.—*Aquitania.*

*London via Cherbourg to Halifax.*

Saturday, December 18.—*Caronia.*
Thursday, December 30.—*Saxonia.*

**White Star Line.**

*Southampton to New York.*

Wednesday, December 1.—*Adriatic.*
Wednesday, December 15.—*Olympic.*

*Liverpool to New York.*

Wednesday, December 8.—*Baltic.*
Wednesday, December 29.—*Celtic.*
Saturday, January 8.—*Megantic.*
Wednesday, January 19.—*Cedric.*

**Red Star Line.**

*Southampton to New York.*

Friday, December 3.—*Zeeland.*
Friday, December 17.—*Kroonland.*
Friday, December 24.—*Lapland.*
Friday, December 31.—*Finland.*
Friday, January 7.—*Zeeland.*

**White Star-Dominion Line.**

*Liverpool to Halifax and Portland.*

Wednesday, December 1.—*Megantic.*
Thursday, January 6.—*Canada.*

**Manchester Liners.**

*Manchester to St. John and Halifax.*

Tuesday, November 30. — *Manchester Mariner.*
Thursday, December 9. — *Manchester Importer.*
Saturday, December 18. — *Manchester Brigade.*

Letters, parcels and newspapers direct from Quebec are due by the *Minnedosa* on Tuesday, and the *Victorian* on Thursday next, and letters via New York by the *Baltic* on Monday and by the *Olympic* on December 4.

—* *—

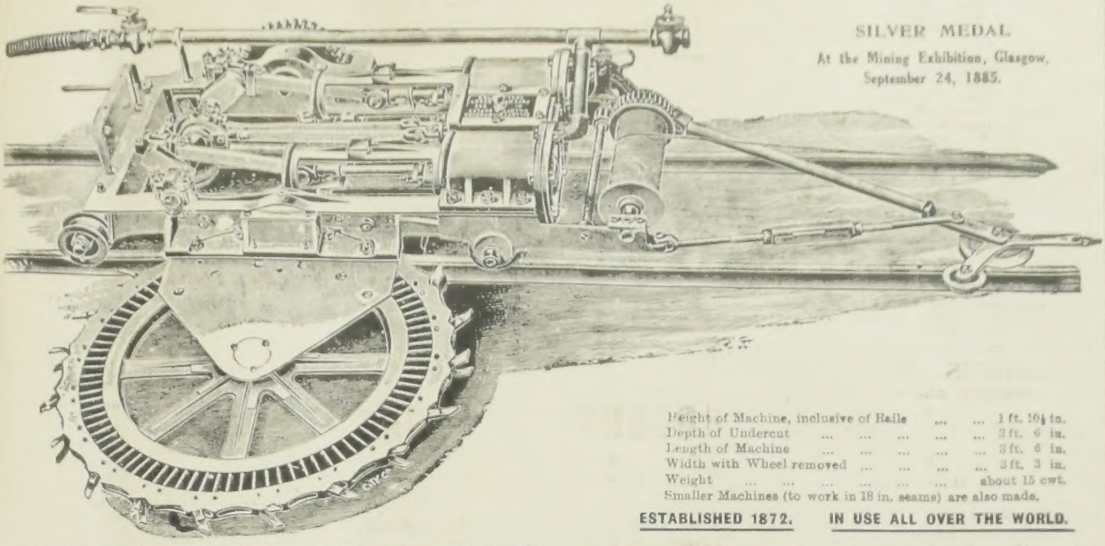
**Pennsylvania Water and Power.** — A dividend of 1¾ per cent. has been declared on the Common stock for the quarter ending December 31, payable January 1, to shareholders of record December 17, 1920.

The new Chibougamau Railway, to which reference was made last week, was subsidised at the last session of the Quebec Legislature by a land grant of 4,000 acres per mile.

Mr. W. W. Marriner, works manager for Yarrow, Ltd., Scotstoun, Glasgow, has been visiting Victoria, B.C., with a view to investigating local conditions and making plans for the expansion of Messrs. Yarrows' Lang Cove plant.

# GILLOTT'S IMPROVED ROTARY COAL CUTTING MACHINE.

("GILLOTT AND COPLEY.")



SILVER MEDAL
At the Mining Exhibition, Glasgow,
September 24, 1885.

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|---|---|
| Height of Machine, inclusive of Rails ... ... | 1 ft. 10½ in. |
| Depth of Undercut ... ... ... ... ... | 3 ft. 6 in. |
| Length of Machine ... ... ... ... ... | 3 ft. 6 in. |
| Width with Wheel removed ... ... ... ... | 3 ft. 3 in. |
| Weight ... ... ... ... ... ... | about 15 cwt. |

Smaller Machines (to work in 18 in. seams) are also made.

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Will cut from 20 yards per hour in hardest Coal or Fireclays. Is made almost wholly of Steel. Amount of work guaranteed. Is lighter, more portable, durable and compact, and will do more and better work than any other machine. 20,100 yards holed in 1,726 hours in six months in a 28 in. seam of Coal, including all stoppages, and producing 12,500 tons of Coal. We had 17 of our machines at work at the Colliery where this was done.

INSPECTIONS MADE WITH VIEW TO WORKING MACHINERY AND APPROXIMATE RESULTS GIVEN. ASK FOR CIRCULAR "S."

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*for all domestic and industrial purposes.*

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| GLASGOW | 75, Union Street. |
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**TOWN LOTS FOR SALE AT WINNIPEG, FORT WILLIAM, EDMONTON, PRINCE ALBERT, ETC.**

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Printed by the Avenue Press (L. Upcott Gill & Son, Ltd., 55-57, Drury Lane, London, W.C.2, and published by the Canada Newspaper Co., Ltd., Craven House, 113, Kingsway, London, England, and 4, Hospital Street, Montreal, Canada.—Saturday, November 27, 1920.